THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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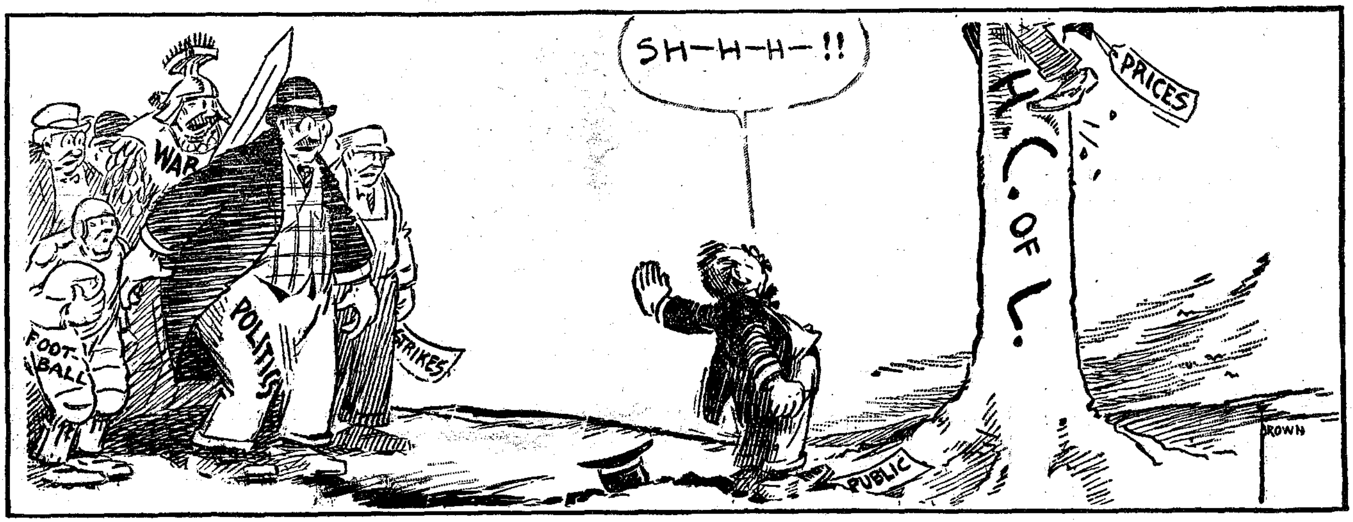
TOPICS - OF - THE - DAY



THAT CRITICAL MOMENT—"COMING DOWN!" —Brown in the Chicago *Daily News*.

FALLING PRICES

ONE STRIKE THAT IS WINNING, as many editorial observers remark with undisguised satisfaction, is the nation-wide strike of the consumer against the high cost of living. For a long time, remarks the New York *Times*, "high prices seemed like the weather, about which, as Mark Twain said, everybody talked but nothing was done." Then the buying public, reacting at last from the wave of extravagance that swept the country in war-time, began to rebel against the ever-diminishing purchasing power of the dollar. Among the symptoms of this rebellion was the sudden if brief vogue of the "overalls movement" of the early summer. Then it became increasingly popular to wear suits beyond their allotted span, and politicians boasted of their patches. One of the first results of this change in the public temper was an extensive wave of price-cutting by retail merchants, started apparently by the example of John Wanamaker in New York. This was in May. In September a similar wave swept the manufacturers and wholesalers, with the result, as the Providence *News* remarks, that at the end of the month a dollar would buy about sixty cents' worth of most of the necessities of life (wholesale), where before it would buy only forty-nine. This means, agree such authorities as *Bradstreet's* and *Dun's Review*, that war-time prices are slipping down steadily if slowly from their dizzy heights, and that "the process of deflation which began some months ago was not a passing development." But this does not mean, we are warned, an immediate return to prewar prices. "Such a miracle is only to be won at the cost of panic, bankruptcy, and unemployment," declares the Philadelphia *Press;* and the New York *World* agrees with this view, adding: "The prospect is that by gradual processes the speculator and the extortioner will find their occupations decidedly less profitable than they have been and that prices naturally will come into closer relation with values. To this end consumers may still prove helpful by prudence and thrift." What has already happened constitutes a notable victory for the consumer, notes the Toledo *Blade*, which remarks that: "Four or five months of deadlock between producer and the consuming public have shown that the consumer dominates the situation. He will not pay last spring's prices, and the business interests that have expected to wear out such opposition by holding goods off the market have exhausted credit facilities available for that purpose without accomplishing their object." And in the Brooklyn *Eagle* we read:

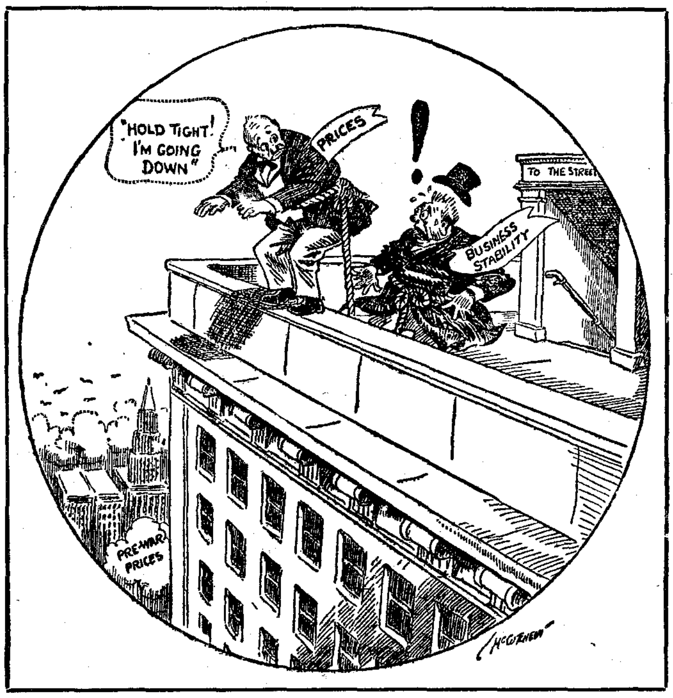
> "The hint to consumers from this state of things is too plain to be missed. They have started a general price reduction by their refusals to buy at profiteering rates, but that movement is only just beginning. A general rush to buy at the first reductions marked would tend to check it rather than to accelerate it. The process of readjustment is bound to have its ups and downs. Secretary Houston points out that a stable basis for prices will not be reached for several years and that even then it will not be at the prewar level. But for the present downs are in order rather than ups. There are still excess profits to be squeezed out somewhere between the factory and the home. Once the level of fair profits has been reached families which have been abstaining from the purchase of luxuries and even of comforts may be depended upon to buy liberally once more and make up for their long period of self-denial. But that time has not been reached yet. If the people who have been holding on will hold on a little longer they will find that the law of supply and demand has brought to them fair goods at fair prices. That is all that most Americans want. They are not out to punish anybody, but merely to get a square deal from manufacturers and merchants."

But now that the ultimate consumer has demonstrated his power, how long before he reaps the benefits of his victory? For it is chiefly in the wholesale market that the dramatic price-cuttings of last month were registered—cuts affecting wheat, corn, oats, wool, cotton, automobiles, textiles, clothing, foodstuffs, metals, leather, and many other commodities. These wholesale prices have declined, on the average, about twenty per cent. below the high points of February, writes R. E. Edmondson in the New York *News Record*, a commercial daily; and he predicts that these cuts are "certain to be reflected in a reduced cost of living—removing the usual excuse for striking to get higher wages." Dispatches from various cities quote leading retailers as doubtful of the ability of retail prices to follow immediately the lead of wholesale prices on the down grade, because their present stocks were bought when wholesale prices were at the peak; but other dispatches report that the procession has already begun. Thus in the New York *World* we are informed by a Washington correspondent, who bases his statement on government reports, that "approximately two hundred and forty-eight articles of food, clothing, and manufactured goods now have been forced into the retail and wholesale price-slashing movement which is spreading over the entire country." We read further:

> "Retail prices of forty-eight commodities have been cut, according to lists compiled by the Labor Department. Wholesale prices of approximately one hundred and fifty commodities are represented in seven groups of articles in which prices have fallen from one to eleven per cent.
>
> "In addition, the Commerce Department average export price-lists show slumps in fifty-four of eighty commodities listed. Scores of articles of food and manufactured products now have been reduced in price for export, altho they still are selling at the old rates in the United States. This indicates, however, officials said, that soon these prices will go down in the American market."

Big stores in Boston and Newark have announced a thirty-three and one-third per cent. cut in the retail price of certain cheap grades of dresses for women; and in the field of men's clothing, we read in the New York *Tribune*, "the retailers are said to have marked their goods on the basis of a smaller percentage of profit, with the result that the consumer has seen some modification of prices, but nothing of a particularly startling nature." Lew Hahn, managing director of the National Retail Dry-Goods Association, represents the retailer as being in alliance with the consumer to reduce prices, but opposed in this "battle of strategy" by the manufacturer and wholesaler. On the other hand, we read in the New York *Commercial* that "among wholesale dry-goods dealers there is considerable speculation as to how much of the recent reductions in standard merchandise will be passed on to the consumer by retailers. It is no secret in the trade that retailers will refuse to come down in their prices until forced to do so by consumers, nor is it any secret that, in spite of the mark-down sales, retailers still succeed in obtaining a good margin of profit." Of the situation as a whole the Buffalo *Commercial* says:

> "There can be no doubt that the country is passing through a period of readjustment. War-conditions are passing away. The peak of high prices lies behind us. The charts show a downward direction of the curve. Thus far the change has been effected with comparatively little disturbance. The new movement has been gradual and hence no sharp reactions have been observed. . . . . .
>
> "But too much must not be anticipated right away. It is said that lower prices for clothing need not be expected before next spring, but in other manufactured textile goods retail reductions may be looked for earlier. In the meantime, the one hundred million and more people of this country must live. The necessities of the winter season must be supplied. While the period of reckless buying is a thing of the past, the public should be warned against refraining from purchases for immediate needs under the impression that they will go still lower at once. That is not probable. If the public should abstain entirely from buying the nation would plunge into the worst economic crisis it has ever known.
>
> "There are factors in this situation distinctly encouraging. The railroads are getting the better of the congestion in transportation. There is a good deal less of labor unrest. Labor efficiency is more marked, as inevitably happens when labor competition grows more keen. The crops are fine this fall and if the credit situation is not changed it is gratifying to be assured that it has not become acute. All in all, so far we are making the change from one economic level to another with far less loss of equilibrium than might be expected."



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BETTER TAKE THE STAIRS.

—McCutcheon in the Chicago *Tribune*.

Good business for the remainder of the year is the forecast of Archer Wall Douglas, chairman of the committee on statistics and standards of the Chamber of Commerce of the United States. He reports that business in about sixty per cent. of the whole country is at present good, and predicts that the readjustment that lies before it will prove comparatively painless. "So far as economists can observe," remarks the New York *Commercial*, "the effect of recent price cuts will be a speeding-up of production and a return to a more normal basis of thought and expenditure." And in the Seattle *Post Intelligencer* we read: "The nation is due for a revival of industry and business when the present political contest is finished."

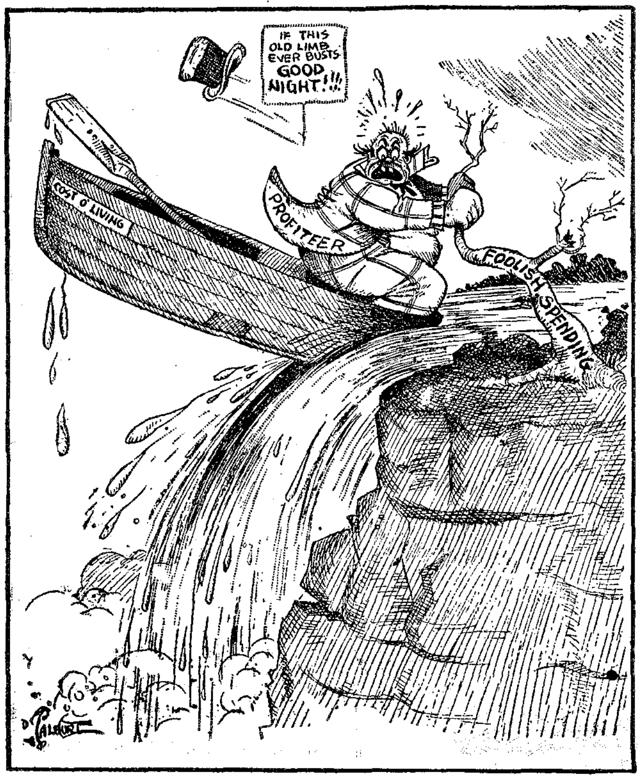
But if manufacturers, wholesalers, and retailers are reducing their profits, remarks the Lowell *Courier-Citizen*, "labor, now at its highest-paid point in history, may have to sacrifice, too, altho we suspect that it will be the last to suffer." "Deflation," it adds, "can not play favorites." "How long wages can remain at present levels is problematical and depends largely on labor itself," thinks the Rochester *Post-Express*, which continues:

> "If operatives do their best to earn their wages and make it possible for employers to carry on business at reduced prices for their goods, wages will hold up. But if workmen do not do this, employing concerns will be compelled either to cut wages or close their shops. It can be safely said that public sentiment generally would prefer to see price-reductions in goods made out of the pockets or profits of producers and the swarms of middlemen rather than out of wages. If this can be done at all, it will be by those concerns whose employees cooperate most interestedly, faithfully, and efficiently for the welfare of the firm."

"The consumer will remember that price merely expresses a ratio between demand and supply, and that labor is its chief factor," remarks the Peoria *Transcript;* and the Baltimore *News* agrees that "they are living in a fool's paradise who expect to see producer, middleman, merchant, or manufacturer shoulder the whole burden of deflation." It goes on to say:

> "There is wide-spread impression that the thing most needed is a curb on profiteering. And there has been much of it during

the war. Belief also prevails that where there is not profiteering there is too heavy a toll levied on goods all the way from producer to consumer. But one thing that is being overlooked is the extravagant cost of production—a cost that stands in the way of a sustained lowering of prices, even tho we cut the profit of the producer and the handlers of goods to the bone. The great problem is to lower this cost."



ON THE BRINK.

—Talburt in the Toledo *News-Bee*.

Lower prices "must be met by either cheaper labor or increased output," notes *The Wall Street Journal*, which continues:

> "The situation will be squarely up to the workman. He must earn more or take less. The increased immigration also will add emphasis to this mandate. In the circumstances, from mill to farm production will be increased and cheapened.
>
> "Squeezing the water out of commodities should be ultimately beneficial to deflated labor. Every per cent. drop in the index-price should add millions to the volume of investment money seeking enterprising outlet. Houses and factories could then be built, new ventures financed, and a more equitable distribution of wealth made to the general public, now on strike for this very end, even if not all of them could define it."

An English writer remarks that "as labor consumes probably ninety per cent. of the fruits of production it has everything to gain by intensified output and everything to lose by wilfully diminished production."

Noting that "price-cutting has in no conspicuous case thus far been accompanied by announcement of any intent to lower wages," the New York *Journal of Commerce* comments:

> "American manufacturers are accordingly undertaking a very interesting and important experiment in seeking to see whether by stimulating a large consumption and keeping output up to war-levels they can succeed in maintaining wages, and yet make it worth while for themselves to continue in business. They may be able to carry the experiment through to success. It is the course of action recently recommended by the British labor organizations' Parliamentary committee. It is a feasible plan, but only on one condition—that labor shall endeavor to cooperate and shall make it possible for the manufacturer to carry out his program by giving him so large a return that he can absolutely afford to pay the higher scale of wages.
>
> "There are conflicting reports as to whether labor will follow this plan or will insist upon its traditional policy of shortened output. If it does so it can not possibly continue to get the present scale of wages. If it is willing to exert itself for the good of its own members and of the community it can easily render the new plan of production possible. Some think they see a greater efficiency in labor during the past two or three months. Others report that there has been no change, but that the low level reached just after the armistice is still substantially unchanged."

"So far there has been little cutting of wages in the West," reports a Chicago correspondent of the New York *Evening Post*, "altho it is generally expected that there will be a reduction in some lines before long." And Julius Rosenwald, president of the mail-order house of Sears, Roebuck & Co., foresees the possibility of a period of readjustment which will mean "losses on accumulated stocks of merchandise and more or less loss of time for the working classes." Figures published by the Bureau of Labor in Washington show that during August there was a decrease in the number of employees on pay-rolls—a decrease running from five or six per cent. in some lines up to ten per cent. in others. And the State employment office in Boston reported a marked downward tendency in wages in September—except in the case of domestic help. Yet Emanuel Kovaleski, an officer of the New York State Federation of Labor, is quoted by the New York *News-Record* as saying that wages must stay up:

> "Increased production depends more on the course of the employer than on the workman. Labor, organized under the A. F. of L. banner, feels that its hands are clean in the matter of production; reduced output in those industries where it exists is attributable not to slackerism on the part of labor, but to a deliberate curtailment on the part of certain manufacturers and employers. . . . . . .
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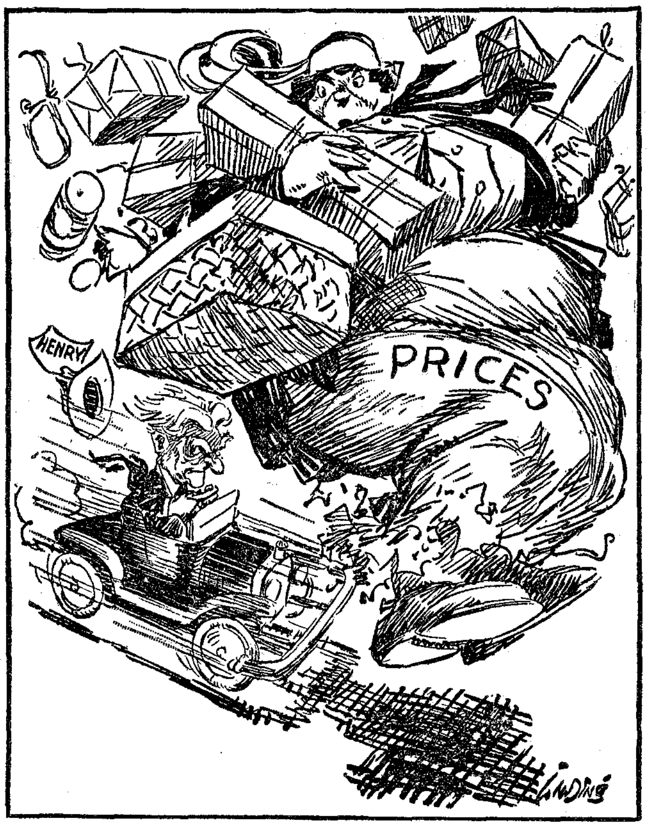
> "If the prophesied drop in prices becomes an actuality, and organized labor is able to maintain wages practically at the present level, then production will benefit in direct ratio to the greater efficiency naturally resulting from a higher standard of living.



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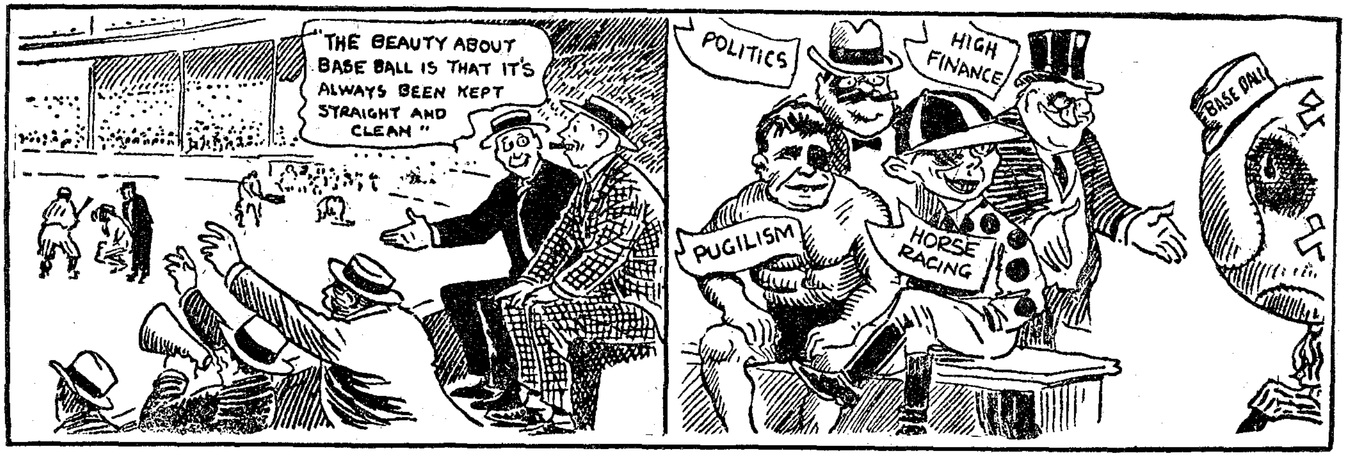
IF DAVID COULD DO IT WITH A SLING, WHY NOT HENRY WITH A FLIV?

—Darling in the New York *Tribune*.

> "With wages at present levels and with a decreased cost of living, not of automobiles or silks, production would be limited only as the desires of those who control industry want it limited."


"THE BEAUTY ABOUT BASE BALL IS THAT IT'S ALWAYS BEEN KEPT STRAIGHT AND CLEAN"
POLITICS
HIGH FINANCE
BASE BALL
PUGILISM
HORSE RACING

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OUR NATIONAL SPORT AS IT HAS BEEN REGARDED.

IT NOW JOINS THE "BLACK-EYE CLUB."

—McCutcheon in the Chicago *Tribune*.

THE CHANGING WORLD.

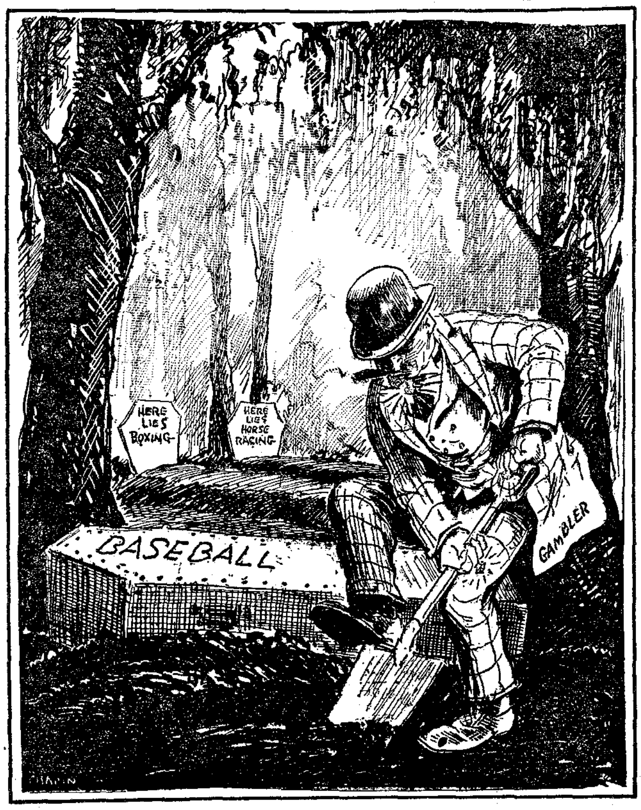
THE FLAW IN THE DIAMOND

"THE JOLIET BASEBALL TEAM should have a pennant chance next year," concludes *The Wall Street Journal*, evidently foreseeing the Joliet institution as the future residence of the Chicago American League players who confess to receiving bribes to "throw" games to Cincinnati in the 1919 World Series. Sporting writers, however, take a far less whimsical view of the matter, and, with deep concern for the welfare of our national game, do not hesitate to declare that "baseball must be cleaned from cellar to garret." "Nothing but a change of the heads of organized baseball and a wholesale expulsion of players can save the national game," asserts Hugh Fullerton, the well-known sporting writer, in the New York *Evening World*. James P. Sinnott, of the New York *Evening Mail* sporting staff, thinks the indictments of several baseball-players and gamblers for alleged dishonesty in the 1919 World Series "is only the beginning." Mr. Sinnott declares that newspapers which tried to "run down" the (to them) well-known scandal of last year "were handicapped by an apparent dislike of publicity on the part of organized baseball."

Professional baseball was thought above suspicion until a few players were dropt from big-league teams for bribing or attempting to bribe players, we are told; now, says the Brooklyn *Eagle*, "baseball is in the throes of the worst scandal that ever besmirched the game." Four of the indicted White Sox players have confessed to having received from five to ten thousand dollars in cash for "selling out" their team-mates and the hundreds of thousands of "fans" who attended the series last year. That the series was "crooked" "has been an open secret for ten months," declares Fullerton, who quotes President Comiskey, of the White Sox, as declaring after the series of 1919 that "there are seven men who never will play on this team again." These seven, however, did play this season, and now have been indicted. Afraid of the consequences of their acts, Fullerton says, "they failed (last year) to come to Comiskey's office for their season and World Series pay-checks, even after the owner of the team had asked them to come."

Complications arising from the scandal are becoming more numerous every day, as baseball writers recover from the shock. Says "Daniel" in the New York *Herald:*

> "Now that it has been determined by confession that the World's Series of 1919 was not on the level, what about the wagers which were paid on the result? Of course, nobody expects professional gamblers to return any money, but what about the bets which were paid by friend to friend? As the series was thrown by the White Sox it was legally 'no contest,' and should be treated as such in the official records of the major leagues.
>
> "It behooves the National Commission to order all the series records stricken from the books and to take from the Reds the official title of world's champions of 1919. This may entail some slight hardship on the Cincinnati club, but we are sure that the Reds want no honors which they did not win in a real contest."



THE GRAVE-DIGGER.

—Chapin in the St. Louis *Star*

"At first glance, this seems to be the end of reputable baseball," remarks the New York *Globe*, but the Brooklyn *Eagle*, while admitting that "it is a nauseous mess that for a moment beclouds the greatest professional sport in the world," predicts that "baseball will survive the shock as it survived the shock of the betting scandals of the early days of the National League in the '70's." Many editorials recall that gambling and bribery in past years have hurt wrestling, boxing, cycling, sprinting, football, and horse-racing, and every editorial of the scores which have come to our notice agree in one essential—that the time has come for a thorough housecleaning in the baseball world. "From the ten-year-old boy who burrows under the fence of a baseball-field to the middle-aged and hilarious fan the shock will be deep and painful," declares the Chicago *Daily News*, which adds that "it is a wonder that, despite such a highly developed system of commercial profits American professional baseball has kept relatively as clean as Americans still believe it to be," but the Indianapolis *Star* thinks that "the public should not condemn baseball as a whole because a handful of players have used it for selfish and dishonest ends." As the St. Louis *Globe-Democrat* puts it:

> "It is inevitable that men who have crooked minds should be included among baseball-players. They are to be found in every employment and profession. No trade or professional ethics is ever so high that crookedness is excluded on the part of some of the individuals supposed to be governed by it. It is the duty of baseball managers to use every endeavor to hold the ethics of the game to the highest standard and use every vigilance to see that the players remain true to it in spite of all the temptations that come to them from inside and out. This duty they owe not only to themselves to protect their investments, but to the people of the United States, for whose national sport they are self-appointed trustees."

THE "OLD ROMAN" OF BASEBALL.

As President Charles A. Comiskey, of the Chicago White Sox, is called, says he will "run out of organized baseball" the guilty betrayers of their teammates and the public, even tho seven of the players have a cash value of $230,000.

The "gamblers" who are said to have bribed the Chicago players are not dealt with gently by the press. "These men were not gamblers; a 'gamble' presupposes a risk, and these sure-thing grafters were no more gamblers than a highwayman, whose equipment consists of a piece of lead pipe, is a business man," declares the New York *Telegraph.* As for the player who succumbed to the bribe, the Philadelphia *Bulletin* classes him with "the soldier or sailor who would sell out his country and its flag in time of war." "When cheap leeches strike at this sport of sports they strike at one of the institutions of the Republic," asserts the Grand Rapids *Herald.* Therefore, if baseball is to survive, says an editorial in the Kansas City *Times,* which is representative of dozens from all parts of the country—

> "The owners, managers, and players have got to convince the public the game is square. Unless they can do that baseball must ultimately go the way of horse-racing. The public will not stand for a crooked sport.
>
> "It must be said that, irrespective of what investigation may show to be the truth or falsity of the charges against the White Sox players, baseball has been, on the whole, a clean game. But any sport in which there is sufficient rivalry, skill, and management to make its results uncertain is bound to involve betting, and betting, in its scientific and commercial forms, is very likely to involve crookedness. It is not the fault of the game that there are gamblers. But it is the fault of the game—of its managers and players—if the gamblers get such a hold on it that a World Series can be unfairly won or lost."

That "the great American game" is worth saving is admitted by all. Says the New Orleans *Times-Picayune,* for instance:

> "Professional baseball is supported by the lovers of clean sport, and not by the professional gamblers. If ever the former are driven reluctantly to the conclusion that the pennant races are 'fixt' in advance and the games are 'thrown' to profit the crooked gamblers, baseball will fall from its present high estate.
>
> "But the game is well worth saving and the exposures, let it be hoped, have come in time to permit its rescue. By outlawing the players who may be proved crooked and building better safeguards against the gamblers who seek to corrupt it, the baseball authorities may 'come clean' before their public and establish the sport upon a better basis than ever, free of all taint or suspicion of crookedness or graft. That would be the right and logical result of the present scandal, and it is the outcome all lovers of the great American game are hoping for."

The eight White Sox players in the 1919 World Series against whom indictments have been voted by the Cook County Grand Jury, according to the Philadelphia *North American,* are:

> Eddie Cicotte, star pitcher; Arnold Gandil, former first baseman; Joe Jackson, heavy-hitting left-fielder; Oscar "Happy" Felsch, center-fielder; Charles "Swede" Risberg, short-stop; Claude "Lefty" Williams, pitcher; George "Buck" Weaver, third baseman; Fred McMullin, utility player.

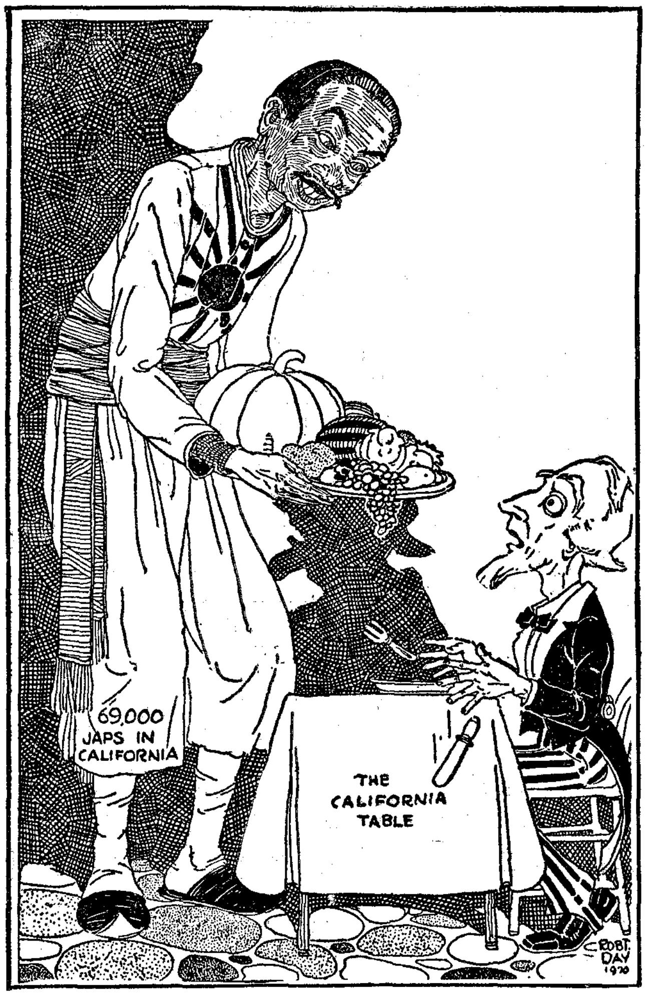
No sooner had the news of the indictment become public than President Comiskey suspended all except Gandil, who is not with the team this year, and thus forfeited his chances of winning the American League pennant. Cicotte and Jackson then made open confessions, Cicotte admitting having received ten thousand dollars and "throwing" two games through poor pitching and fielding, and Jackson admitting receiving five thousand dollars and contributing to the defeat of his team through poor hitting and fielding. In his confession, Cicotte said:

> "The eight of us [the eight under indictment] got together in my room three or four days before the games started. Gandil was the master of ceremonies. We talked about 'throwing' the series. Decided we could get away with it. We agreed to do it.
>
> "I was thinking of the wife and kids and how I needed the money. I told them I had to have the cash in advance. I didn't want any checks. I didn't want any promise, as I wanted the money in bills. I wanted it before I pitched a ball.
>
> "The day before I went to Cincinnati I put it up to them squarely for the last time, that there would be nothing doing unless I had the money.
>
> "That night I found the money under my pillow. There was ten thousand dollars. I counted it. I don't know who put it there, but it was there. It was my price. I had sold out 'Commy'; I had sold out the other boys; sold them for ten thousand dollars to pay off a mortgage on a farm.
>
> "In the first game at Cincinnati I was knocked out of the box. I wasn't putting a thing on the ball. You could have read the trade-mark on it when I lobbed the ball up to the plate.
>
> "In the fourth game, played at Chicago, which I also lost, I deliberately intercepted a throw from the outfield to the plate which might have cut off a run.
>
> "At another time in the same game I purposely made a wild throw. All the runs scored against me were due to my own deliberate errors. I did not try to win."

These confessions were followed by those of "Lefty" Williams, White Sox pitcher, and Oscar Felsch, center-fielder. Williams tells of having met Gandil, Cicotte, Weaver, and Felsch, of the White Sox team, and two gamblers, and adds that he was told the games already were "fixt," and that he might as well have his share of the spoils.

THE JAPANESE QUESTION IN THE CAMPAIGN

PACIFIC COAST STATES are forcing the Japanese question into the campaign while the Japanese Ambassador and the State Department are negotiating at Washington, and both the Republican and Democratic candidates for President have made their bids for coast State support on the issue. Mr. Harding spoke to a California delegation at Marion; Mr. Cox spoke to many audiences on his tour of the Pacific States. Among the sentences most frequently referred to by the press are these:



OVERSHADOWING.

—Day in the Los Angeles *Times*.

MR. HARDING—

"The nation owes it to the Pacific coast States to stand behind them, in necessary measures consistent with our national honor, to relieve them of their difficulties.

"The problem incident to racial differences must be accepted as one existing in fact and must be adequately met for the future security and tranquillity of our people.

"No one can tranquilly contemplate the future of this Republic without an anxiety for abundant provision for admission to our shores of only the immigrant who can be assimilated and thoroughly imbued with the American spirit.

"We favor such modifications of our immigration laws, and such changes in our international understandings, and such a policy relating to those who come among us, as will guarantee to the citizens of this Republic not only assimilability of alien-born, but the adoption, by all who come of American standards, economic and otherwise, and a full consecration to American practises and ideals."

MR. COX—

"California objects to land owned within her borders by Orientals. The fundamental principle of the Democratic party is that the States shall exercise every right in the determination of their domestic policies which they may properly exercise within the Constitution of the United States. California should not ask, and I am sure does not ask, for any procedure in the oriental-settlement problem which can not be accommodated to the general policy of the Government in harmoniously working out agreements as must be made with friendly nations.

"At the same time, if California does not desire her land to come into the possession of Orientals, she may expect, in consonance with the established Democratic principle, the genuine cooperation of the National Government in the working out of a plan whereby she excludes the oriental settler. There is nothing evasive about this. It constitutes a flat offer of cooperation in any decent settlement of this question."

California will take a referendum vote at the November election upon a law that not only forbids Japanese to own land, but forbids them even to lease land. State conventions of both parties passed resolutions calling for an amendment to the Federal Constitution to prevent the naturalization of Japanese children born in this country. "The real sentiment of the coast," says the Tacoma *News-Tribune* (Ind.), "is reflected in the action of the Republican State Convention in California, which asks cancelation of the Gentlemen's Agreement with Japan, exclusion of picture brides, barring of coolie labor, and exclusion of Asiatics from citizenship." Pacific coast newspaper comment on the attitude of the Presidential candidates which has reached us shows Mr. Hearst's San Francisco *Examiner* (Ind.) strong for Mr. Harding. That paper says:

"Senator Harding's address to the California delegation, embodying his views on the oriental question, indicates a comprehension of that problem which will commend itself with peculiar force to the people of the coast States.

"The Republican candidate has seized the very kernel of the whole problem. He sees that it is an economic question, not a purely racial question.

"Senator Harding comes from a section of the country where the oriental question is not at all immediate, but almost wholly academic.

"He has been able to transcend the provincial view-point of his section and grasp, almost as completely as the public men in the territory where the problem is actual, the basic factors of the issue."

But the San Francisco *Bulletin* (Ind.) contrasts the silence of the Republican national platform on Asiatic immigration and Mr. Harding's generalities with the Democratic platform plank and Govenor Cox's explicit favor of Californian policy:

"Certain reactionary newspapers are attempting to make a party question of the Japanese problem. They would have it appear that only the Republican candidate for the Presidency is a genuine exclusionist, and that the cause of exclusion has more to be hoped for in the return of a Republican to the Presidency.

"On this point there is room for a decided difference of opinion, because there is a decided difference between the opinions of the two Presidential candidates. . . . There is no room for misunderstanding the exclusionist attitude of Governor Cox, whereas the position of Senator Harding, tho sympathetic, is exprest with a studious regard to diplomatic caution. The Harding declaration was made to a group of delegates from California. It was carefully worded and so directed as to suggest a special statement calculated to please a particular section of voters without ruffling the prejudices of those who do not understand the question. The pronouncement by Governor Cox had the ring of fearless conviction. Moreover, the Cox position on Asiatic immigration goes with him wherever he goes because it is written in the Democratic platform."

The Portland *Oregon Journal* (Ind.), too, approves Governor Cox as "a man of decision and action," saying:

"His assurance to California audiences that he would not interfere with the rights of Pacific coast States in the Japanese problem is a dependable statement. It will interest thousands in California, Oregon, and Washington who know that there is a Japanese problem. Ultimately the whole country will realize that it is impossible for oriental and occidental civilizations to mix. That realization will result in adjustment between the two nations without friction or severe strain on a very old and very firm international friendship. A President with the Cox resolution and decision could forward the solution of the Japanese problem with far more celerity than an executive of timid and vacillating bent."

The Seattle *Times* (Ind.) feels sure, however, that "oriental immigration will be restricted by legislation enacted at the next session of Congress whether Harding or Cox is elected on November 2. The issue is non-political in character. It is rapidly becoming non-sectional." *The Times* continues:

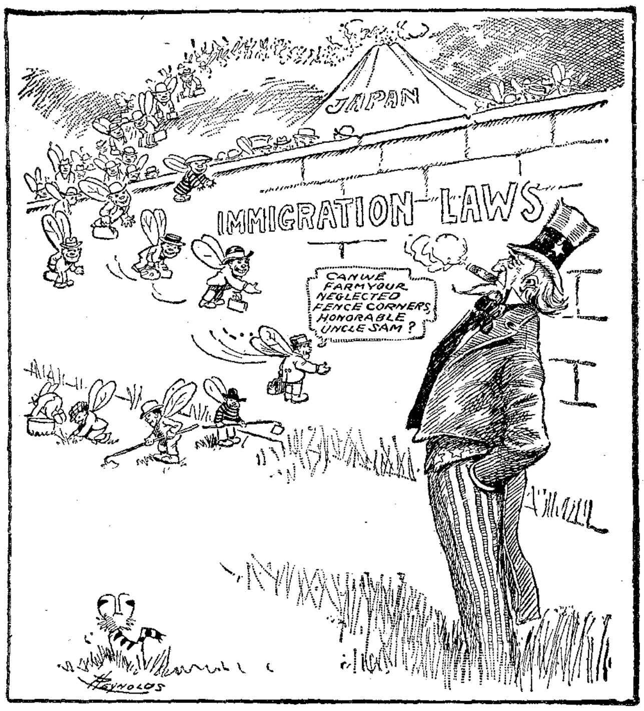
"Japan is reported to be insisting upon a principle which this country never will espouse. It is asking that its nationals, when domiciled in the United States, shall in some way be accorded the right of appeal from American laws governing such a distinctly domestic question as the ownership of land. Were America to make the slightest concession in the indicated direction it would be forced to grant identical consideration to claims of all other countries. Ultimately a situation would develop comparable with that which once prevailed in Turkey, where foreigners had their own courts and were independent otherwise of Turkish laws."

Press comment in the country at large seems to pay comparatively little attention to the campaign utterances of the candidates on the Japanese question. The Chicago *News* (Ind.) contends that there is no difference between the two positions, and "the issue is too delicate and complex to be dealt with thoroughly in campaign speeches":

"Immigration is a domestic matter for the several nations to work out in accordance with their needs and their legitimate interests. Legislation against alien landholding can be enacted without incurring ill will or practising humiliating discrimination. But jingoes and demagogs must be reminded that *ex-post-facto* legislation is prohibited by the Federal Constitution and that lawfully acquired titles can not be invalidated without due process of law.

"Future policy can and should be determined without inflicting injustice either on Americans or on the Orientals who have settled in this country under treaties and amicable agreements. The Japanese Government has its own jingoes and agitators to reckon with, and its task should not be made needlessly difficult by provocative and reckless utterances in America."

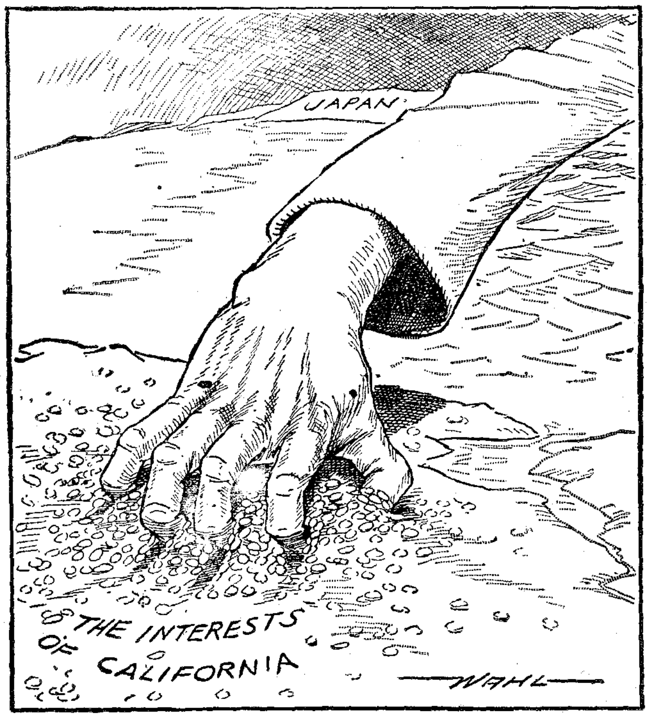
"California could profit economically by introducing abundant cheap labor," observes the Kansas City *Star* (Ind.), but "she resists the temptation because she foresees the trouble that would follow, and she instinctively guards the racial frontier from invasion. America can not possibly let down the bars to Japanese immigration. Japan must find some other solution for her problem of overpopulation."


JAPAN
IMMIGRATION LAWS
CAN WE FARM YOUR NEGLECTED FENCE CORNERS, HONORABLE UNCLE SAM?
REYNOLDS

THE LITTLE BROWN BEES.

—Reynolds in the Tacoma *Ledger*.

The New York *World* (Ind. Dem.) remarks: "It is in every way proper and desirable that the nation should stand behind the people of the Pacific coast in all rightful measures, but there never will be a true solution of the Japanese question until the people of the Pacific coast recognize their responsibility to the nation. Most of the difficulties which this problem has produced are due to the Pacific coast's demagogic habit of acting independently of the Government at Washington." The Springfield *Republican* (Ind.) sees an ominous development in political competition for the electoral votes of the Pacific States which "points to increasing friction in the next administration between the two great Powers that confront each other across the Pacific Ocean."



THE EVER-MENACING GRIP.

—Wahl in the Sacramento *Bee*.

Negotiations at Washington between the Japanese Ambassador and Secretary of State Colby give rise to many rumors and speculations followed by denials in the press of Japan and the United States. Senator New at Chicago Republican headquarters accuses the President of pursuing such a "timid anti-American course" that Japan now boldly demands "all rights and privileges of citizenship on the Pacific coast." Discussing the "central question"—Can a treaty be drafted that will satisfy both California and Japan?—the New York *Evening Post* declares:

"Part of Japan's complaint has been that Japanese legally settled in California were made the subject of discriminatory legislation. Of this policy there can be but one opinion. That is adverse. Japanese admitted to this country are entitled to the same rights and privileges in any part of it as any other aliens. California must abandon her position in this
and treat the Japanese already resident in the
which she treats any foreigner
avoid the creation of another r
it is not to treat men and wo
tled upon her soil, as outcast

The Post further calls upon C
law prohibiting leasing of land to J

"Governor Stephens admits its i
purpose. Why, then, offend Japanese
it, especially at a moment when the
endeavoring to find a permanent soluti
Should the present negotiations fail, Califo
law a few months from now. By her own
not solve the problem herself. Only Washing
can do that."

WILSON'S REFUSAL TO OBEY CONGRESS

PRESIDENT WILSON BREAKS PRECEDENT once more and stirs up a campaign hornet's nest. He refuses to carry out one section of the new Jones Merchant Marine Act, which Congress passed and he signed. Section 34 directs him to terminate portions of treaties which prevent discrimination in favor of American ships. Mr. Wilson holds that Congress has no constitutional power to so direct the Executive, and that the policy sought to be imposed would violate the basic reciprocal obligations of treaty-making and treaty-keeping. While the Presidential veto has been previously used to kill Congressional attempts to abrogate treaties, no exact technical precedent appears to have been unearthed by the press for President Wilson's signing of this law as a whole and declining to comply with one part of it. Concerning the principle involved, however, Mr. Wilson does not lack defenders even among Republican papers. Commercial journals point out that altho American ship-builders and operators have favored the discriminatory section, ship-owners have opposed it. Administration supporters declare that the President has performed "one of his greatest and bravest acts." But, according to certain Republican advices, Mr. Wilson should be "impeached." The Republican National Committee gives out a statement by Hannis Taylor, formerly United States Minister to Spain, which likens President Wilson's action to the exercise of "the dispensing power" of Tudor and Stuart kings to suspend statutes or part of statutes "in conflict with the royal will." It is "the most dreadful assault yet made upon the Constitution, even by the Wilson dictatorship," says Mr. Taylor, and "as the revolution of 1688 made it impossible for that form of tyranny ever to reappear under English and American constitutions, President Wilson and his Secretary of State Colby, equally responsible, should beware. Any attempt of any Executive, or his advisers, in the English-speaking world to revive the hated 'dispensing power' of the Stuarts will constitute the greatest of high crimes and misdemeanors. The House of Representatives meets in December."

The President's declaration of policy is published in the following brief statement:

> "The Department of State has been informed by the President that he does not deem the direction contained in Section 34 of the so-called Merchant Marine Act an exercise of any constitutional power possest by the Congress.
>
> "Under the provisions of the section referred to, the President was directed within ninety days after the act became a law to notify the several governments with whom the United States had entered into commercial treaties that this country elected to terminate so much of said treaties as restricted the right of the United States to impose discriminating customs duties on imports and discriminatory tonnage dues, according as the carrier-vessels were domestic or foreign, quite regardless of the fact that these restrictions are mutual, operating equally upon the other governments which are parties to the treaties, and quite regardless also of the further fact that the treaties contain no provisions for their termination in the manner contemplated by Congress.
>
> "The President, therefore, considers it misleading to speak of rmination' of the restrictive clauses of such treaties. The be imposed upon the Executive would amount the breach or violation of said treaties, er and cover every point of contact which constitute the modern relations ates. Such a course would be wholly irreconhe historical respect which the United States has r its international engagements and would falsify every ression of our belief in the binding force and the reciprocal obligation of treaties in general."

Secretary of State Colby explains that "the Merchant Marine Act was approved June 5 in the final rush of the session's close, with no opportunity to suggest, much less secure, its revision in any particular. To have vetoed the act would have sacrificed the great number of sound and enlightened provisions which it undoubtedly contains. Furthermore, the fact that one section of the law involves elements of illegality rendering the section inoperative need not affect the validity and operation of the act as a whole." On questions of treaty-making power Mr. Colby quotes the veto by President Hayes of an act passed by Congress requiring the President to give notice to China of the abrogation of two sections of the Burlingame Treaty (William M. Evarts then being Secretary of State) as follows:

> "As the power of modifying an existing treaty, whether by adding or striking out provisions, is a part of the treaty-making power under the Constitution, its exercise is not competent for Congress, nor would the assent of China to this partial abrogation of the treaty make the action of Congress in thus procuring an amendment of a treaty competent exercise of authority under the Constitution. The importance, however, of this special consideration seems superseded by the principle that a denunciation of a part of a treaty, not made by the terms of the treaty itself separable from the rest, is a denunciation of the whole treaty. As the other high contracting party has entered into no treaty obligations except such as include the part denounced, the denunciation by one party of the part necessarily liberates the other party from the whole treaty."

The trend of much Republican comment represents the President as "above the law" and "willing to sacrifice the new merchant marine, as he has tried to sacrifice so many other American interests, to his personal policies," in the words of the New York *Tribune*. "Section 34 is neither revolutionary nor violative of any moral obligation," insists the New York *Evening Mail;* "in it the American people, through their Congress, affirm their intention to invoke for their own advantage the measures of encouragement and protection to which all great maritime nations have resorted and still are resorting in one form or another." "Not one argument as to retaliation can be advanced against Section 34 of the Merchant Marine Act that could not be advanced against the protective tariff," avers the New York *Herald*, which characterizes Mr. Wilson's action as a "demurrer on behalf of foreign ships," especially the British merchant fleet. Mr. Hearst's New York *American* joins in accusing Mr. Wilson of nullifying "our American ship policy," saying:

> "Mr. Wilson has twice before nullified acts of Congress intended to benefit American shipping, solely because the British Government objected to them.
>
> "The first instance was the Panama Canal tolls. The second was the five per cent. reduction in tariff taxes on goods brought in American ships, provided in the Underwood (Democratic) Tariff Law of 1913.
>
> "In both cases Democratic Congresses and party platforms were defied and Great Britain's desires prevailed.
>
> "In this third case Mr. Wilson must deal with a Republican Congress, meeting ten weeks from to-day, and with the sentiment of an aroused country."

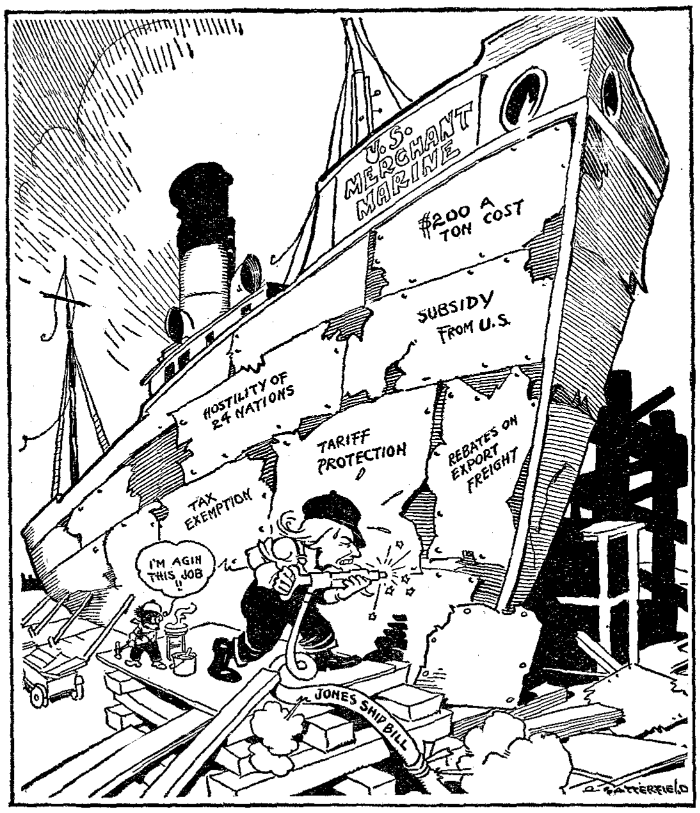
But the New York *Globe* (Ind. Rep.) asserts that the principle involved is one which the President supported successfully in the Panama Canal tolls and the Colombia-Panama questions; "it involves the fulfilment of our pledges, specific or indefinite, to foreign nations." We read:

> "The moral desirability of the President's action consequently seems obvious. He simply seeks to maintain our international credit. Legally his action is more questionable. Presidents have often vetoed laws on the ground of unconstitutionality. No instance now comes to light of their signing measures, yet reserving the privilege of refusing to obey them. Lack of precedent, however, does not necessarily mean lack of justification. The President must obey the Constitution as he interprets it. His belief that a treaty, made by the President and the Senate, can not legally be unmade by Congress, will be shared by many authorities. The question involved is important. It touches the essential powers of the executive and legislative branches of our Government in a peculiarly striking way. The confirmation of the position of either Congress or the

President is bound to have a future bearing on the immemorial dispute as to their exact respective provinces."

The New York *Journal of Commerce* (Financial) declares that "the President is entitled to praise and recognition, both for courage and for foresight in his decision." Further—

"To carry out the terms of the treaty will expose us to commercial warfare. This we know not only from the intimations already received from foreign nations, but also from our own sense of what is to be expected. We can not take any such action as is contemplated without injuring ourselves. It is to be remembered, too, that the steamship interests, according to reliable representatives of their own, never asked for this provision in the Merchant Marine Act, and that it was inserted as the result of desire on the part of legislators to reply to discriminations said to have been inflicted upon our shippers and ship-owners by rings, pools, and combines operating abroad. There need be little doubt of the existence of such combines, and none of the discriminations and injustices inflicted upon our domestic interests. They do not, however, represent official action on the part of the nations to which they belong, and the method of retaliation attempted in the Merchant Marine Act will hurt us more than it will help the steamship and export interests which it seeks to protect."



THE WRONG METHOD.
—Satterfield for Newspaper Enterprise Association.

This commercial paper reports at length the views of shipbuilders' associations which sponsored Section 34 and ship-owners' associations against it. Japanese interests strongly criticize the discriminatory provisions of the law. The secretary of the Committee of American Shipbuilders issues a statement asserting that "the treaties in question all contain express provisions for their abrogation upon due notice by either of the contracting nations," and citing the similarity of language in the Seaman's Act that "requested and directed" the President to secure changes in treaties which he obtained, and the Merchant Marine Act that "authorizes and directs" the President to secure abrogation of certain restrictions in behalf of American ships.

Turning to the Democratic press we find emphasis laid upon the danger of general maritime warfare at this critical time which has been averted, and the "issue of good faith squarely raised" by the President. He is taking an extraordinary step, but defends it upon "the strongest possible grounds, those of moral duty, contractual obligation, and constitutional law," in the opinion of the Brooklyn *Eagle*. The Newark *Evening News* says:

"The question as to whether Congress exceeded its authority in directing the President to denounce the treaties, and as to whether he is justified in refusing to act upon that mandate, is an important one that should help to clear present confusion over just where the treaty-making power of our Government lies. But of more immediate importance is the question of the attitude of this country toward treaties. Are they agreements to be kept, even when it might be to our material advantage to abrogate them, or are they 'scraps of paper' to be torn up whenever that serves our interest? That is a question of good faith, and good faith is the foundation upon which all international relations must rest."

The New York *World* observes that when Congress passed the Jones Act and the President signed it, "they must have known that there was trouble ahead":

"The attempt to commit this country to the subsidy system was clumsy and ill-considered. The most appropriate time for the President to have interposed his objection to the repudiation of treaty rights guaranteed other nations was when through the regular means of a veto he could have returned the bill to Congress for its further consideration. In effect, his present action is a belated veto, of which the immediate consequence is to shift discussion from the provisions of the Jones Act itself to his constitutional authority to set aside the plain instructions of Congress."

The New York *Times* contrasts the Republican program of conducting international business "through quarreling," with the fact that the President "declines to plunge the country's foreign business into chaos":

"Nice points about the constitutionality of his action are raised. It is undeniably a delicate question. We doubt if there is an exact precedent for what Mr. Wilson has done. The one cited from the Hayes Administration is really for vetoing a bill passed by Congress, not for refusing to act upon a clause in a bill which the President had signed. Undoubtedly, Congress can abrogate a treaty directly, if it chooses. It did not seek to do that in the present instance. Just as, undoubtedly, the initiative in all matters concerning treaty negotiations rests exclusively in the hands of the President. No one has affirmed this more roundly than Senator Lodge. Between the two principles there is obviously room for angry and inconclusive debate. But there is no room for debating the beneficial results of Mr. Wilson's action. He has prevented the Republicans from rushing the country into a huge business blunder. Their theory of good business would seem to be that the way to promote it is to bring on violent quarrels with the people with whom they wish to trade."

The New York *Evening Post* asks, "Would Senator Harding 'hopefully approach' Europe with a treaty for 'an association of nations' in one hand and thirty mutilated treaties in the other?" *The Post* thinks that "nothing could better illustrate the shockingly partizan spirit in which every act of President Wilson is viewed than the automatic cry of 'Autocracy' that greeted his refusal to acknowledge the authority of Congress in a matter in which no one would have refused that acknowledgment more positively than the late Colonel Roosevelt." Indeed,

"Treaties are expressly committed by the Constitution not to Congress but to the President and the Senate, and not to a mere majority of the Senate but to a two-thirds majority. President Wilson would have failed in his duty to a coordinate branch of the treaty-making power as well as to his own office if he had treated an act of Congress that attempted to bring about an alteration of a treaty as anything more than an expression of opinion. The fact that he had signed the bill containing the 'mandate' does not affect the point. He signed the Jones Merchant Marine Act because most of it was badly needed and he could not have vetoed a part of it without vetoing it *in toto*. To argue that he is bound by the 'mandate' is as foolish as it would be to argue that he would be bound to recall Ambassador Davis because he signed a bill containing a provision for his recall. The President can not sign away any of his constitutional powers or prerogatives."

COOL GREETINGS TO OUR IMMIGRANTS

A LONG AND HARD BATTLE in Congress between employers of unskilled labor, who approve the swelling tide of immigration, and labor leaders, who fear the same tide will bring down wages, is predicted by the Washington correspondent of the New York *Call*. Already immigrants are arriving at the old prewar rate of a million a year, and organized labor is apprehensive lest the newcomers will undermine the present living standards of the American workingman. "What are we going to do with these millions of immigrants who are now flocking to this land of plenty and high-paying jobs?" asks the Grand Rapids *News*. "Are we going to let them bring down the standard of production, the standard of living, the standard of education, and the standard of citizenship?" Ellis Island, with a normal capacity of five thousand aliens a day, was so completely blocked by incoming hordes recently that steamships carrying immigrant passengers were compelled to lie idle for a day or two until the congestion could be relieved. "Ever since 1914 it has been obvious that the end of the war would bring a tide of immigrants, yet not one effective step has been taken to cope with it," declares the New York *Times*, which further asserts that present conditions at the port of entry "are actually worse than during the record immigration before the war." And we read in the Newark *Evening News:*

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FORGETTING THE DISCOMFORTS OF ELLIS ISLAND.

Immigrant women and children listening to the singing of Madame Schumann-Heink.

> "Not in recent years, if ever, has the island been able to handle the incoming crowd properly. Year after year the authorities have complained of the undermanning of the staff. During the war, when immigration was reduced to a minimum, they found it possible to examine those arriving and weed out the undesirables, proving what could be done in normal times with an adequate staff. The Commissioner-General reported this in detail and urged that due preparation be made against the time when the rush would be on again. His pleas have gone unheeded. The island station is blocked. Ships are held idle at great expense. Incoming aliens are delayed and inconvenienced. No proper examination can be made of the newcomers, and undesirables are bound to filter through with the desirables."

But the solution of the immigration problem, think the New York *Times* and the Providence *News*, lies in more careful selection at the European end. As *The News* says in an editorial headed "Time To Put Up the Bars":

> "One person in every twenty-five arriving at Ellis Island has some sort of disease. Several thousand have come with only twenty dollars each between them and poverty. This is startling proof, if any were needed, of the inefficiency of our consuls abroad who pass these people from desolated Europe to the United States.
>
> "The steamship companies do not care whom they carry here if they get the fares, but we have laws that can be enforced to punish them for violation of our immigration code, and we have a State Department that instantly ought to cut off the heads of consular representatives abroad who are so corrupt in their service that they fail in the common duty of protecting their own country against the flow of improper immigrants.
>
> "We also need a scientific method for the distribution of these immigrants. Throwing them out to be swallowed up in the great East Side of New York, there to get the first glimpse of our civilization from anarchists and "Red" Socialists, is nothing short of criminal."

Some of our editors do not welcome the newcomers as of old. In Chicago, for instance, which is receiving immigrants at the prewar rate, we read in *The Tribune*, apropos of the immigrants "who come from suffering and devastated regions of Europe":

> "The people whom we are admitting bear not only the impress of the last six years, but the impress of centuries. The last six years have left their mark, no doubt, but it is of less importance than the effects of conditions endured for generations.
>
> "In plain English, we mean that the renewed influx is from regions in Europe where political and social and economic conditions are almost as remote from our own as can be found anywhere. The men and women who are coming to us are not only entirely ignorant of our history and of the spirit of our society and institutions, but they have conceptions of progress, of politics, of social organization widely different and even opposed to our own. It is vital to our peace and consistent American progress that we shall not admit great masses of these peoples. There is a pressure to do so on economic grounds, on the theory that we must have cheaper labor. The argument is shortsighted. Our social and political integrity are the first considerations, infinitely more important than the fallacious profits of accelerated business. American industry had better be retarded for a generation than America lost for all time. Alien sentiment and solidarity are powerful in politics. They will have the aid of such business interests as foolishly prefer a temporary money profit to the security of American principles. If American opinion is not organized for the protection of American integrity, the tide of immigration will sweep it away."

Many editors believe that the "mental processes" as well as the physical and financial condition of the immigrant should receive attention from the immigration officials. "What kind of people are those who are coming to live among us?" asks the Grand Rapids *News*. And we read further in a double-column editorial:

> "It is all well and good to have men among us who are not afraid of any kind of toil. But it is far more essential to have among us men who do not despise our system of government. Far better that we left some of the work undone than that we should be overwhelmed by an alien horde with fantastic notions about government, liberty, social intercourse, and economic rights.
>
> "The very finest blood we have is the result of an older immigration, which brought the brave adventurer to our shores. That kind of aliens is not coming now in such numbers. They have been replaced by men of other races and of other minds, sullen, dejected creatures, many of them, who will not and can not become one with us. These new aliens will not distribute themselves throughout the country. They will gather in our already too populous cities.
>
> "America does not want to turn from her shores any desirable men and women who are willing to come here to work and live with us and become one of the family of Americans. But we do not want any more undesirables, who will labor in days to come to undermine what we have built and in the end will succeed in destroying the whole structure of government we have so carefully erected and which we love with all our souls.

IMMIGRANTS DINING IN RELAYS AT ELLIS ISLAND.

So rapidly are these people pouring in through the nation's main gateway that the machinery for controlling such a flood is strained to the breaking-point.

"It is time for big business to take stock, to reckon with more than profits and ever larger output, to consider the security of America and all it stands for."

While a writer in the New York *Globe* profoundly regrets that "the swelling tide of immigration does not wash some general houseworkers upon these shores," even tho women predominate among the newcomers, a writer in the Seattle *Times*, who describes Ellis Island as "a beehive of swarming humanity," tells us, as if in answer to those who criticize the quality of our present immigrants, that these people are coming as fast as ships can bring them and that they are of a higher class than the prewar immigrant. More specifically, we read:

"1. The port is in the midst of an immigration wave that has not yet hit its crest, and that it probably will be months before there is any marked decrease in the number of arrivals.

"2. An unusually large number of Spaniards are coming to America as mechanics and farm-hands, many of them with cash in pocket for the purchase of land, thus lending encouragement to the Department of the Interior, which for a long time has been warning that there must be a back-to-the-land movement.

"3. Italy is sending the largest number of immigrants. Ireland is contributing a considerable total. Eastern Europe is flocking to America in large groups. The Scandinavian countries are sending a substantial number. Russia, Germany, and Austria are, of course, in a position making it impossible for their inhabitants to swell our immigration totals.

"4. Many of the Italians arriving are reservists who went to war from this country and are now back for good, bringing the families that were stranded at home during the war.

"5. The type of the new immigrant is high, and there are comparatively few rejections because of the literacy test. There is little of radicalism among the newcomers.

"6. Stowaways are coming in increasing numbers, an indication of the determination of even the poorest to get to America.

"7. Emigration from America has been heavy, but is exceeded by immigration, and most of those departing plan to return shortly with their families and take up permanent residence in the United States."

"Those who used to leave Europe were mostly people from the bottom of the economic heap, who felt that a better economic chance was open over here," remarks the Boston *Globe*. But nowadays, we are told, "the under man can not pay the high cost of modern steerage travel, which is as high as the first-class rate was before the war." So we are led to infer that for this reason the class of immigrants now coming into this country should be higher. The Cincinnati *Enquirer*, therefore, while it would have immigration officials "exercise great care in their examination of immigrants," points out that—

"The entry of these people into the United States will go far to relieve the shortage of labor in this country, and correspondingly operate to the increase of production of which the United States is in such need. There can be no objection, under existing conditions in the industrial field, to this transatlantic tide of humanity, if it is of the right kind. There is welcome and work here for more than the number mentioned if they come with the purpose of making this country their home and of submitting themselves to law-abiding citizenship."

THE "UNDECLARED" WAR IN HAITI

"THE AMERICAN OCCUPATION of Haiti and Santo Domingo has been too long shrouded in silence and mystery," asserts the St. Louis *Star* (Ind.). Senator Harding recently exprest similar sentiments, and added that in that Republic "war is being waged, tho never declared, through the usurpation by the Executive of powers not only never bestowed on him, but scrupulously withheld by the Constitution," as reported in the New York *Herald* (Ind.). Therefore, thinks the Rochester *Democrat and Chronicle* (Rep.), "Americans are not going to have a great deal of patience with a group of men who praise democracy in the abstract, but do not practise it in their relations with weaker nations." "The immediate cause of our occupying Haiti was Germany, which had been intent upon securing a foothold in Haiti by promising to stabilize the revenues and finances of the Republic," the Newark *Evening News* (Ind.) reminds us. We read on:

"To checkmate Germany's plans, the United States entered into a treaty with Haiti, which was ratified by the Senate on May 3, 1916, and the object of which, as set forth in the preamble, was 'to remedy the present condition of its revenues and finances, to maintain the tranquillity of the Republic, to carry out plans for the economic development and prosperity of the Republic and its people.'"

Major-General Lejeune, who commands the American forces in Haiti, says that "the landing of the Marines in 1915 was for the protection of American lives." This explanation, however, is not satisfactory to the St. Louis *Star* (Ind.). Says this paper:

"Why should we have occupied little Haiti to protect American lives when no Americans had been attacked, while staying out of big Mexico, where hundreds of Americans had been slain and thousands were in daily jeopardy?

"The truth is that we exercised the right—or the power—of a great nation to settle the affairs of a tiny one, because the tiny one was disorderly.

"In all of this time there has been no action by Congress to authorize or approve of American intervention, no adequate reports to Congress, no investigation of the acts of the Administration."

"We have violated Haiti's right of self-determination," concludes the Cleveland *News* (Ind.). Furthermore, declares the New York *Tribune* (Ind. Rep.), "the Administration has never avowed the real purpose of its Haitian policy, because such an avowal would manifestly clash with the President's postwar program for self-determination for small nations." As if to round out the list of criticism, the charge is made that the National City Bank of New York dominates the American bank which bought the French holdings of the Banco Nacional of Haiti, and that this bank is used to help some and to hurt others. Secretary Colby, in reply to this last charge, declares that the National City Bank "is not the financial arbiter of Haiti," and that the Department of State "has used its influence toward preventing the National City Bank from enjoying monopolistic privileges." Of American occupation Secretary Colby said:

> "The course of this country has been moderate, and dictated only by the desire to meet its duties and not in any degree to go beyond them. Had less been done, this country would have been guilty of a dereliction of duty and might have been exposed to sound criticism."

"Hasty and violent criticism at the present time may be attributed to partizanship," thinks the New York *Times* (Ind. Dem.), and the New York *Evening Post* (Ind.) remarks that "critics of our administration of Haiti . . . like to give the impression that we intervened there out of pure cussedness, instead of striving to prevent a bad situation from becoming worse." *The Times* further points out that "what the United States did for Cuba it is endeavoring to do for Haiti," and it continues, in defense of the present régime:

> "Since the Americans took over the country a constabulary of two thousand five hundred natives has been organized, hundreds of miles of good roads have been built, Port au Prince has been cleaned up and modernized, and work has been made for thousands of people who had always lived from hand to mouth and in squalor. Everywhere public improvements are well advanced. There have been mistakes, no doubt, and excesses may have been committed by men drest in a little brief authority. But an honest and creditable work has been done by the American administrators."

TOPICS IN BRIEF

SEE America first if you would see it last!—*Washington Post.*

WHEAT is going down, all unbeknownst to bread.—*Wichita Eagle.*

EVERYBODY wishes Miss Fortune would get married and settle down.—*Detroit Journal.*

IT'S not the band-wagon that excites the folks this year, but the coal-wagon.—*Brooklyn Eagle.*

THE ex-Kaiser has made his will. It is a pretty legacy he has left to Germany.—*Toronto Globe.*

SOME of the skilled sugar manipulators appear to have gone into the coal business.—*Toledo News-Bee.*

HENRY FORD has reduced the price of flivvers again. His motto is a rattle for every child of earth.—*Brooklyn Eagle.*

IN regard to the League of Nations, all the other countries in the world seem to be out of step but us.—*New York Morning Telegraph.*

CHICAGO boasts of having a five-cent cigar. All cities have them, but the price-tag says a quarter.—*Associated Editors (Chicago).*

WOMEN will have to learn how to throw before they can effectively use the commonest political weapon.—*Greenville (S. C.) Piedmont.*

BETWEEN the income-tax and the campaign-fund collector, these are sad days for the idle rich.—*New York World.*

DEMOCRATIC campaign dough is not self-rising.—*Greenville (S. C.) Piedmont.*

A POLITICIAN'S enthusiasm for saving some distant land is always measured by its voting strength in America.—*Associated Editors (Chicago).*

SENATOR HARDING says that "too much is heard of independence in politics." Yes, and too little is seen of it.—*New York Morning Telegraph.*

UNFORTUNATELY it is too late to run Henry Ford for the Presidency, with the campaign slogan, "He reduced the high cost of flivving."—*Boston Shoe and Leather Reporter.*

THE Volstead law may have improved the country's health, but it has increased the number of ailments requiring a prescription with a kick in it.—*Associated Editors (Chicago).*

A RAT that looks like a kangaroo and barks like a prairie-dog is reported in Texas. It's about time a new prohibition officer were sent down there.—*Columbia Record.*

A REPORT from Germany that has a sort of Hibernian flavor says that, owing to the scarcity of houses, "empty rooms are used without consulting the occupant."—*Savannah News.*

"MAY I not" give five hundred dollars to the Democratic campaign fund, says President Wilson in enclosing his check for that amount. There are questions that are completely, totally, wholly, entirely, absolutely, and utterly superfluous.—*Pittsburgh Gazette-Times.*

PLENTY of houses are now being put up—in price.—*Brooklyn Eagle.*

ADD "Happenings in the Unseen World": Prices continue to decline.—*Newark Star-Eagle.*

THE rolling-pin may yet become as effective as the steam-roller.—*Greenville (S. C.) News.*

HAPPY-GO-LUCKY method of dealing with "Reds" is neither happy nor lucky.—*Wall Street Journal.*

THERE will be no break in prices until the buyer applies the brake.—*Associated Editors (Chicago).*

PEACE may, have its victories in Europe, but mostly they are taking place on the battle-field.—*Manitoba Free Press.*

WHO else but politicians would have thought of giving women the vote and nobody to vote for?—*Chicago Tribune.*

WHEN paper suits come the people will expect unfaltering accuracy on the part of the weather bureau.—*Newark Star-Eagle.*

OF course some men will be shrewd enough to tell their wives to vote the way they don't want them to vote.—*Milwaukee Sentinel.*

IT seems appropriate that the home-run record should be reestablished under prohibition.—*Newark Star-Eagle.*

MONEY is just like a man: the tighter it gets the louder it talks.—*Raleigh Times.*

WE have never decided what to do with our ex-Presidents, but Mexico solves the problem by putting it up to St. Peter.—*Associated Editors (Chicago).*

THIS country has not yet recovered from the shock caused by the resignation of the President of France merely because of illness.—*Greenville (S. C.) Piedmont.*

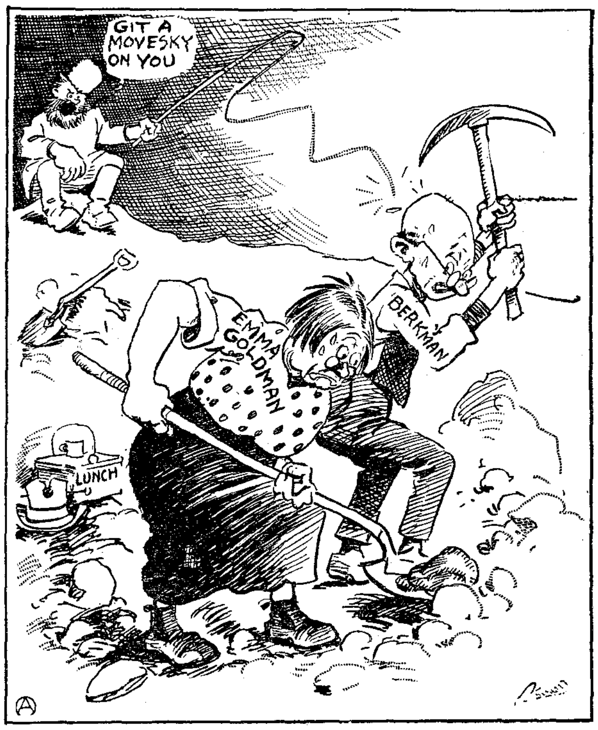
TWENTY-FIVE thousand laborers are said to be needed in Pittsburgh; it is believed there is enough work to keep fully ten thousand busy.—*Philadelphia North American.*

NOW Cox charges that the Republicans are raising twenty-five millions to buy the Presidency. Isn't there any way to stop this increase of prices?—*Associated Editors (Chicago).*

THE noise you hear these days is not the consumer shaking down the coal in the furnace; it is the noise of the coal dealer shaking down the consumer.—*Kansas City Star.*

CIGARS in the possession of Edward Fischer, held in connection with the New York bomb explosion, were found to contain nothing but tobacco, according to news reports. Lucky fellow!—*Buffalo Commercial.*

GENERAL WRANGEL is exterminated every Monday, Wednesday, and Friday and trims the Bolsheviki every Tuesday, Thursday, and Saturday, thereby keeping his batting average fairly steady.—*Manitoba Free Press.*



Protected by George Matthew Adams.

SOMEWHERE IN "FREE" RUSSIA.

"Don't you wish we were back in the U. S. A., Alec?"
"You said a shovelful, Emma!"

—Morris for the George Matthew Adams Service.

FOREIGN - COMMENT

BIG POSSIBILITIES OF THE "LITTLE ENTENTE"

THE "LITTLE ENTENTE" of Czecho-Slovakia, Jugo-Slavia, and Roumania will prove to be an engine of big politics, it is predicted by some French journals, in whose view it will require "watchful waiting." The feeling is, as the Paris *Liberté* expresses it, that the three nations of the "Little Entente" were largely impelled to their action because, "having taken away vast provinces from Hungary," they were afraid the Hungarians might try to put through some scheme to recover their lost lands. But other Paris newspapers give whole-hearted approval to the statesmanship that produced the new nucleus of nations. *Le Journal des Débats* dismisses as idle the dream of certain folk in France and in England that some day there may be "a sort of reconstitution of Austria-Hungary under the form of a Danubian Confederation in the old style," and tells us they can not bring themselves to realize that "the war once and for all destroyed old formulas." The Paris *Temps* believes that the "Little Entente," as it is claimed at Prague and at Bucharest, is a necessary knot of defensive agreements, "designed to guarantee the execution of the different treaties on which peace is based," and it assures us that France welcomes such an aim, and wonders whether "the other treaties should not be guaranteed also." In Italy the Rome *Giornale d'Italia* expresses the first alarmed impression of the Italian press by saying that "the Slavs have formed a *bloc* against us," but official announcements from Prague, we are told, have allayed Italian apprehension. A difference of opinion is found in the German press, for the *Frankfurter Zeitung* says "this grouping of little states is the beginning of a movement which may ultimately result in the ancient order of armed alliances, and resuscitate the perils of a conflagration," but the *Kölnische Zeitung* believes that the "Little Entente" shows that the three nations composing it have been wise enough and strong enough to throw off the "dominance of French foreign policy" and to inaugurate a policy of their own to insure peace in Central Europe. Critics of France show satisfaction in describing the "Little Entente" as evidence of the "collapse" of French policy in Central and Southern Europe, and the Copenhagen *Politiken* explains this contention by telling us that for a time French policy designed a Danube Federation with its point against Germany. Later France attempted an alliance of Balkan states against Bolshevism, according to this journal, but "both plans have failed utterly." Hungary alone is still closely attached to France, we read further, but this fact itself colors the understanding between Jugo-Slavia, Czecho-Slovakia, Roumania, and German Austria "not only with an anti-Hungarian but also with an anti-French character." Dr. Eduard Benes, Foreign Minister of the Czecho-Slovak Republic, is generally credited with being the initiator of the "Little Entente," and *The Czecho-Slovak Review* (Chicago) tells us that ever since the proclamation of the independence of the Czecho-Slovak Republic he has worked unceasingly to bring about the political consolidation of Central Europe in order to "prevent the heart of Europe from becoming a new center of disturbance and wars." The three states of the "Little Entente," we are reminded, have inherited important shares of the assets of former Austria-Hungary, and have numerous interests in common which make their alliance very natural and, in fact, indispensable. An official statement on the subject is afforded by Dr. Benes himself in a Prague dispatch to the Paris *Matin*, from which we quote in part:

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"FATHER OF THE 'LITTLE ENTENTE.'"

Dr. Eduard Benes, Czecho-Slovakia's Foreign Minister, who began work for the "Little Entente" at the collapse of the Austro-Hungarian Empire.

> "The political ideas at the basis of the Entente between these three countries may thus be explained: Since the armistice Central Europe has been in a state of nervous excitement due to various causes. There have been dangers from the outside and troubles from within these countries, the fear of losing the liberty won so hardly, and the fear of unsuspected and sudden developments imperiling the existence of these nations. Each of these countries in its isolated state was so much the more imperiled. Now the Entente gives much more stability to conditions in Central Europe and confidence to the nations involved, so that they have more reliance on their own strength. In a word, it makes them stronger without and within.
>
> "The second reason for the Entente is not less important. This is, that, owing to economic difficulties and the chaotic conditions of commercial relations in the matter of duties, etc., there was much interference with exports and imports, and in general with the normal economic life of the countries. The political Entente will establish order in their economic relations, and these economic relations will serve as a barrier against dangers from the outside and troubles from within in stronger wise than any other measures."

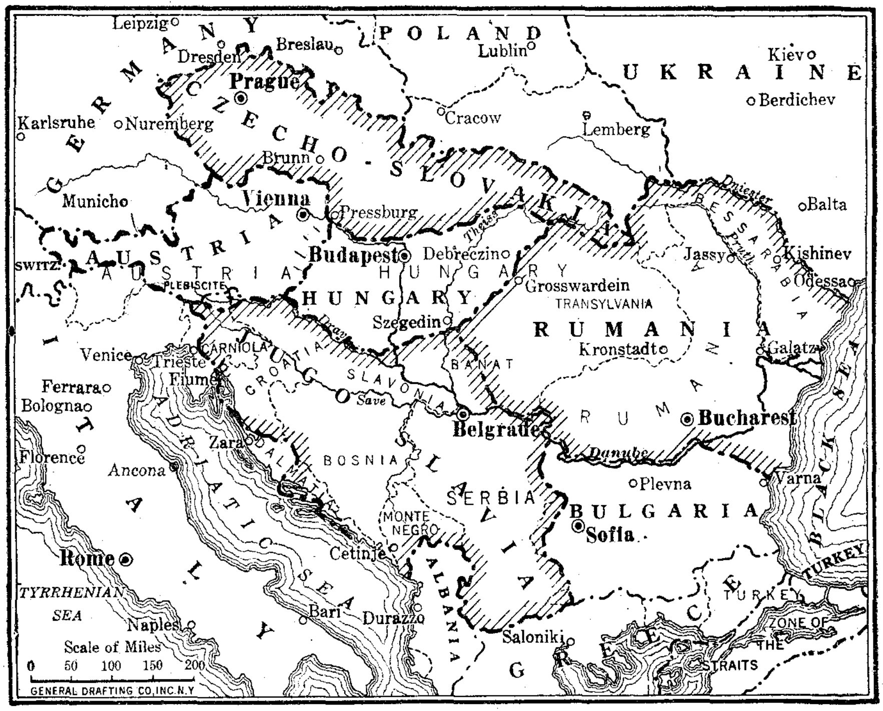
Dr. Benes goes on to say that the ideas inspiring the formation of the "Little Entente" are those which have characterized Czecho-Slovakia, Jugo-Slavia, and Roumania since the armistice, and the key-note of them is consolidation, reconstruction, and organization of the countries of Central Europe. It is needless to assert that the policy is one of "peace and pacification for Central Europe," and he adds:

> "There remains one more point which may be considered of most striking interest. From a political standpoint the cooperation of these three countries is based on a realization and application of the Trianon Treaty with the Hungarians. We three are solidly united to defend this treaty, and at the same time we wish ever to avoid having the Hungarians become a cause of trouble in Central Europe. We have taken a firm resolve in this matter, and yet have no ill-feeling toward the Hungarians. On the contrary, we ask them to see things actually as they are, and to enter into orderly relations, as friendly as may be, with all their neighbors. Further, it has been our aim to show Europe that the old Austria-Hungary is no longer necessary to Europe, and also that the idea of a Danubian Confederation of whatever sort may be quietly and finally discarded, because we ourselves form a group that can establish order and close cooperation without the creation of political and economic entities, possibly offensive to various states interested. We aim to show that in destroying the ancient Austro-Hungarian

monarchy the Allies did not commit an error, but rather laid a foundation for new formations in Central Europe which will be much more flexible in their relationships and which will be peaceful and sustaining in the equilibrium of Europe to a far greater degree than the old monarchy or any possible confederation at Belgrade and at Bucharest."

To the Paris *Matin* also Premier Vesnitch of Jugo-Slavia delivers a message of similar tenor, in which he says the following:

"We purpose in this section of old Europe to keep the peace which is so much longed-for by Czecho-Slovakia and ourselves in the spirit of the League of Nations, and to assure the execution of the treaties against all possibility of their being subjected to question. We are firmly resolved to continue side by side with our great Allies and associates who have so largely contributed to our liberation, and our devotion to France remains unchangeable."



THE "LITTLE ENTENTE" COUNTRIES.

Czecho-Slovakia, Jugo-Slavia, and Roumania, "main successors of the defunct Austro-Hungarian Empire," constitute the "Little Entente," formed to stabilize conditions in Central Europe and expand their commercial and industrial relations.

Among the French newspapers that see in the formation of the "Little Entente" a reminder to France that in diplomacy the Lord helps them that help themselves, is the Paris *Liberté*, which dismisses as illusive the notion that the "Little Entente" is an annex of the "Great Entente," and points out that—

"In truth the 'Little Entente' was formed as a safeguard of Czecho-Slovakia at a moment when the 'Great Entente' was not at all in harmony on the attitude to be maintained toward the Bolsheviki. The Czechs and the Jugo-Slavs, striving to persuade the Roumanians to join them, for the Roumanians up to this time had given them only conditional adhesion, would have abandoned Poland to its fate, and as France was backing Poland, they would have left France also to fend for herself. As it happened, the outcome of events at Warsaw proved favorable to us; but this is no reason why we should be misled by the explanations and protestations emanating from Prague. Moreover, and this is a point on which the political problem of Central Europe must be closely scanned, it can not be denied that in taking the precaution of a neutral league in order to avoid the risk of conflict with Russia and Germany, the members of the 'Little Entente' had in mind another danger, either imaginary or real, it matters not, except in their eyes. Having acquired vast provinces of Hungarian territory, they were afraid the Hungarians might take advantage of circumstances, as, for instance, by offering their military aid against the Bolsheviki to endeavor to recover their lost lands. Whether such an eventuality is correctly or incorrectly feared by the 'Little Entente' the fact remains that they fear it. Minister Benes even invoked it as an argument. At the moment when France is pursuing a policy of friendliness among the Danubian nations, this is a symptom of difficulties and complications that may recur. But it is no reason why we should stop anything that we have started at Budapest and elsewhere. . . . Let us have no illusions, no prejudices, and, above all, let nothing intervene in the foreign policy of France that is contrary to the interest of France."

The Paris *Journal des Débats* sees the matter differently, and says that Hungary has "more than once shown that she has not given up hope of recovering certain lost territory." What is more, she has endeavored to cause trouble in Slovakia and in the northern part of Jugo-Slavia, and this daily adds:

"The 'Little Entente' will help to discourage her tendencies in these directions, and the time will come, perhaps, when she will understand that once for all she must abandon all subversive projects and join sincerely and finally with the states that at bottom have the same economic interests as she.

"For Poland the 'Little Entente' may be an event of great future importance. None of these nations dreams of going to war with the Bolsheviki, but they are all firmly resolved to oppose them with an insurmountable barrier. If, as we hope, Poland succeeds in issuing from her present tragic situation, she will derive the greatest benefit from the friendly support that they will be disposed to yield her. The error of the Allied governments has been that even from the days of the armistice they did not work intelligently and earnestly enough toward a unification of all the nations, which when left to themselves are exposed to every danger, and when united form a front invulnerable to all intrigue and all attack. This is a fault they should not repeat, for the consequences are too plain and too shocking to permit them to fall again into the same error."

Poland looms large in a "great alliance" of Central European nations outlined by Roumania's Foreign Minister, Mr. Take Jonescu, who exprest his ideas at Aix-les-Bains to a correspondent of the Parin *Matin* as follows:

"When the Czecho-Slovaks had concluded their treaty of alliance with the Serbs they very honorably and in most friendly fashion brought it to us and asked us to accede to it. I told them: 'I have no objection whatever to your compact, which provides for the integral maintenance of the Treaty of Trianon, and without the necessity of the written word you can count upon the immediate intervention of Roumania should the Treaty of Trianon be torn as a scrap of paper or even crumpled. But as for a general alliance, that is another matter. We see such an alliance on a wider horizon, which includes not four nations, but five. We see such an alliance with Poland included.'"

To the *Matin's* correspondent Mr. Jonescu said further that this greater alliance should prove so powerful it would have a chair in the executive committee of the League of Nations, to be occupied alternately by one of its five representatives, and he added:

"An alliance of the four nations, Greece, Roumania, Serbia, and Czecho-Slovakia, would always be petty in conception and limited in purview. It would be no more than a local alliance, a Balkan or a Danubian alliance. On the other hand, an alliance of the five nations, including Poland, would be, in the proper sense of the word, a great European alliance, forming a compact body of states reaching from the Baltic to the Mediterranean. Under the egis of the two great friends we have in western Europe, France and England, such an alliance would constitute a transverse barrier in Europe which would protect order within its lines and prevent attacks from without."

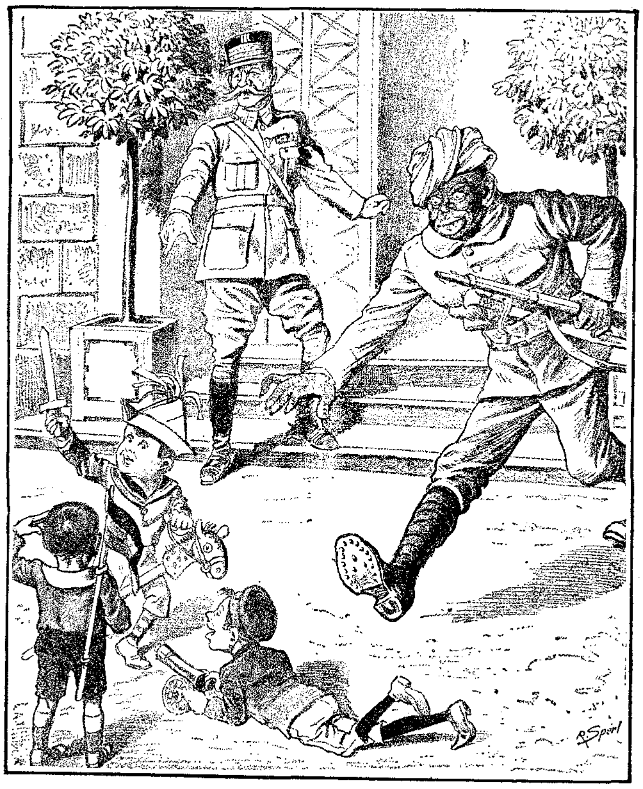
FRENCH DISAPPROVAL OF BLACK TROOPS IN GERMANY

GERMAN PROTESTS against France's black army of occupation on the left bank of the Rhine find an unexpected echo in the disapproval in some French circles of France's policy in this particular, which is exprest by Mr. Jean Finot in *La Revue Mondiale* (Paris). This well-known political observer admits that probably military necessity obliged the French authorities to make use of her colonial soldiers on this mission, but he considers that they erred in not remembering the special mental bias of the Germans who have "always been imbued with race prejudice." Long before the war all German sociological and political writings revealed to a disturbing degree the hatred felt by all Germans toward all races of color, and how could it be otherwise, Mr. Finot suggests, when we remember that, believing themselves a people chosen to dominate all other races, the Germans entertained a feeling of contempt, either declared or half-disguised, even toward other white races, beginning with the Slavs and ending with the races of so-called Latin countries. It is easy to judge, then, how deep a resentment was roused by the expedition of France's black troops, says Mr. Finot, who points to the charges of immorality made by certain German journals against these soldiers. These charges are more than prejudiced, it is claimed, and can not be accepted at their face value. In fact, as has been shown in THE LITERARY DIGEST of August 28, a neutral investigator for the Paris *Matin* discovered exculpations of France's black troops in sundry German organs. But such evidence will not mend matters sufficiently, according to Mr. Finot, who writes:

> "Calumnies against nations spread ordinarily as swiftly as those against individuals, with this difference, that nations are in a much more disadvantageous position to disprove them than individuals. Yet both nations and individuals should be governed by the principle that in life it is not sufficient to be virtuous. We must also have the aspect of virtue. One of two things might be done by the French Government. An international committee might be formed of men above suspicion, taken from both Allied and neutral nations, in order to have an official sifting of all the charges brought against the black troops. We admit, nevertheless, that this would be a very serious undertaking, considered from various points of view. Thus, if crimes really have been committed by the black troops, it might open the way to insoluble complications. Would it not be better, therefore, to find other employment for the black troops and replace them by metropolitan troops? Germany and all the people of those nations which have backed her up in her antinegro outbursts seem to forget that black troops were sent to Germany, to a certain degree, out of motives of consideration. It seemed wiser to send black troops to occupy German territory because of the state of exasperation toward the Germans in which the average French soldier remained owing to the atrocities of German troops during the war. But now their anger and rage have subsided, and there is no more danger on this score. What is more, the French regiments which are in the Rhine country have conducted themselves so as to be in every way worthy of the moral grandeur of France, and offer no ground to fear any attempts by them at reprisal. It remains for us, therefore, to discontinue at as early a date as possible this great source of misunderstanding between France and other countries, including Germany herself. Thus we shall furnish one more evidence of the altruistic sentiment that animates France with regard to her enemies of yesterday."

This brings Mr. Finot to a pet theory of his, namely, the cultivation of a France that is "pro-German and anti-Prussian," on which he has previously exprest himself at length. The removal of the black troops would hasten the fraternal relations between the French and the people of the Rhine region, on which subject he remarks:

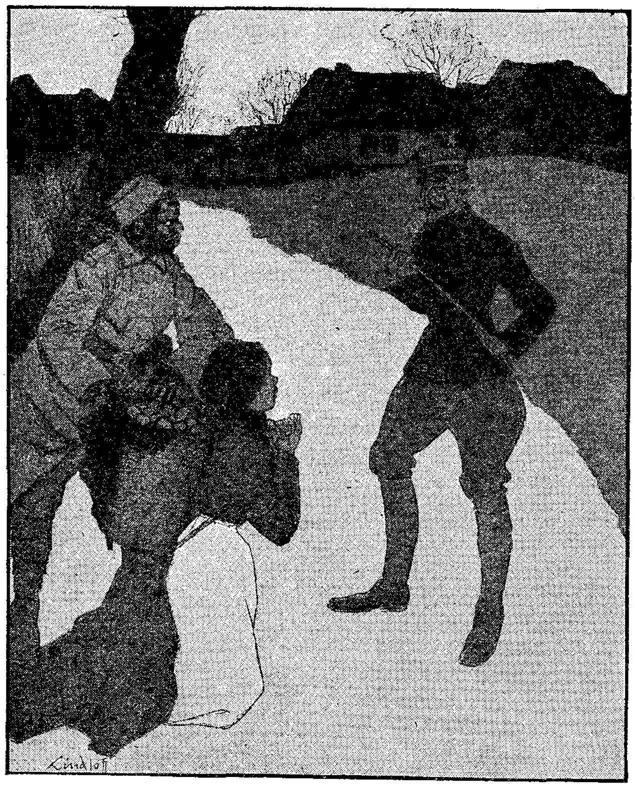
> "The Rhine region may be of capital importance and utility in the anti-Prussian project. . . . Germany will never fully enter into peace and will never be able to take a place worthy of her demographic situation in the society of nations as long as the Prussian system continues to dominate all the countries of Germany. . . . The aspirations of the Rhineland to become an autonomous state are each day more evident, and France might find there many partizans ready to cooperate in an economic and political sphere. It is well known that France has not the slightest idea of annexation in mind. At the same time, the prosperity and normal evolution of the occupied provinces can not but be advantageous to the two neighbors of to-morrow."



FOCH, THE TERRIBLE CONQUEROR.

"Disarm these German barbarians!"

—*Kikeriki* (Vienna).



FRENCH HIGHWAYMEN IN THE RHINELAND.

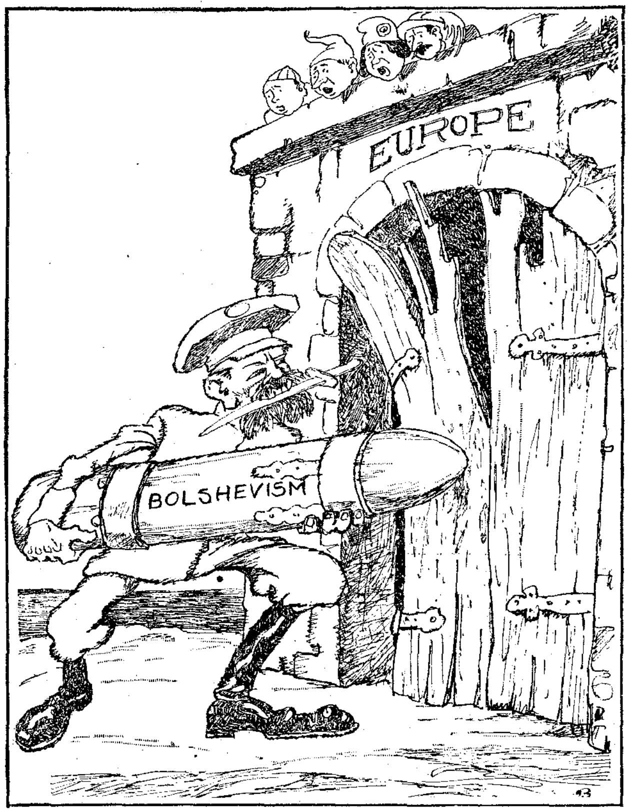
"They commandeer even the seed-potatoes."

—*Kladderadatsch* (Berlin).

AUSTRIAN AND GERMAN FLINGS AT FRANCE'S BLACK TROOPS.

HOME, SWEET HOME IN BOLSHEVIA

THERE'S NO PLACE LIKE HOME in Bolshevik Russia, but there's "something just as good," say caustic critics of Lenine statecraft, which they claim provides a substitute for everything sound in civilization. Their irony on the home question is inspired by the admission of some Russian Communist writers that among the proletariat, especially among the women, there is "still to be found a deep-rooted dislike of housekeeping." But this aversion is not confined to the women of Bolshevik Russia, say these Communist writers, who contend that in the workers' communes of Russia new forms of social organization have replaced primitive, old-fashioned ways of housekeeping. *Soviet Russia* (New York), which is an official organ of the Russian Soviet Government, gives us a roseate account of the new order as follows:



EUROPE'S DAILY CRY.

"If only this Bolshevik pest would leave us in peace!"

—*Nebelspalter* (Zurich).

"In the heart of the city is located Moscow's first residence commune. It comprises a group of about twenty houses, four to five stories in height. This block of houses was well known as the 'Bakhru Houses' (so named after the former owner). To-day they bear the proud title 'First Moscow Workers' Commune.'

"At the beginning of the Revolution these houses were socialized by the city and turned over to the bakers' union for their use. They in turn established the commune. All apartments, even those which were vacated by former tenants, are completely furnished. Tenants remaining in the building were assigned only as many rooms as they actually needed for their families. All superfluous rooms had to be vacated.

"These vacant apartments and rooms were turned over to the bakers and other workers, as well as to Soviet officials and their families. The rent is proportionately low and evenly divided among all tenants; in fact, only enough is collected to cover the necessary expenses for the maintenance of the houses.

"The commune is supervised by a house committee which is elected every six months at a meeting participated in by all the tenants. (Excepted are workers in technical branches.) Included in the house committee are an engineer, whose duty it is to see that the houses are properly maintained, and a physician who watches over sanitary conditions in the commune. A few men to make repairs in the houses are also employed—mechanics, roofers, carpenters, etc.—but no one receives pay."

We are told further that a bakery and a store for the sale of foodstuffs are located in the commune and conducted in conjunction with the Municipal Consumers' League. Members of the commune also receive cards through the committee which enable them to obtain various textile goods. These manufactured goods, clothing, shoes, hats, etc., are distributed through the warehouses of the Municipal Consumers' League. Members are entitled also to written orders for the repair of shoes and clothing as well as for the supply of fuel. Moreover, all rooms have heat and light from a central plant, and we read:

"There was installed in the commune also a large laundry, in which linen is carefully washed at very low cost. A community kitchen, too, was established and is used in connection with a large dining-room. If desired, families can call for their meals and carry them to their apartments. Needless to say, the comfort of the commune's children has not been overlooked; there are cribs for infants and little tots, and kindergartens for the bigger children. The women workers, away at their tasks during the day, need have no worry on account of their little ones.

"The houses are placed in the center of a beautiful, well-kept garden. Every Sunday a concert is given there, and occasionally lawn-parties are arranged. Adjoining the garden is a theater (in memory of a martyr of the Revolution, called the 'House of Peter Alexinsky') in which plays are frequently given for the members of the commune, sometimes, too, performances for children, or lectures with and without stereopticon views. The weekly meetings likewise take place in this theater."

The commune has established a comfortable reading-room, it is further recorded, and maintains a well-stocked library. There is also a dramatic and musical club which is very active, and we are assured that the soul of the whole commune is, of course, the Communist element which has "established it all and brought it to its present high standard, and which always calls on everybody for solidarity and a spirit of mutual aid." One demand made on all members is to maintain strict cleanliness and order, and we are told that—

"In the spring of the year, when the great masses of snow which have accumulated during the winter begin to melt, all members are requested to lend a hand in the cleaning of yards and sidewalks. Cheerfully everybody grasps spade and broom, and it is a veritable pleasure to see how gaily and quickly the work is completed. All these people, performing their unaccustomed work in a spirit of so much cheerfulness, have the elevating consciousness that even these little tasks contribute to the common weal."

JAPANESE EMIGRATION—When California raises the cry of the "Yellow Peril," when Canada shuts her doors to the Japanese, and Australia proclaims her intention "to fight the Japanese influx to a finish," remarks *The East and West News* (New York), one wonders how many millions of Japanese are "invading" these countries. By way of needed illumination on the subject this weekly bulletin cites the data provided by the Foreign Office at Tokyo as follows:

"In the year 1911 there were 261,266 Japanese either residing or traveling abroad. The number reached 331,262 in 1913; 362,033 in 1915; 414,199 in 1916; 450,774 in 1917; 493,715 in 1918; and 582,435 in 1919. The returns of 1919 show that the United States was hostess to the greatest number of Japanese guests. She had a total of 125,195 Nipponese, of which 88,634 were male and 36,561 were female. Hawaii had 114,283 Japanese, which was about evenly divided between both sexes. Manchuria closely followed America, having 181,206 Japanese. China, including Tsing-tao, claims 59,109 Japanese. Hospitable Brazil fosters under her wing 31,349 men and women of Nippon. Mr. Hearst can rest assured that the Japanese invasion of Mexico is a remote affair, since there are only a handful of Japanese in Mexico—2,198. Canada, with its vociferous clamor of Japanese peril, has only 16,650 Nipponese. Unless viewed in the light of a hallucination of the kind termed 'megalomania,' one is at a loss to find any explanation of Australia's excitement over the 'Japanese influx,' when she has only 2,465 Japanese, with an annual average increase of less than one hundred. There were forty-seven Japanese in Africa and 1,377 in Europe at the end of last year."

SCIENCE - AND - INVENTION

WHY AMERICA IS NOT REBUILDING FRANCE

NO MATTER how largely we have contributed to the rehabilitation of devastated France, our contractors, it would appear, are not to be allowed to carry out any of the actual work. The French, we are told by E. J. Mehren, editor of *The Engineering News-Record* (New York), in a letter to that paper from France, resent the suggestion that they need help, and are anxious to do everything themselves. Furthermore, French traditions are said to be incompatible with the mass-production proposed by some American contractors; and French ideas are to govern in the rebuilding of the cities and towns of France. Work is to be done, we are told, in the order of its economic importance; and some owners prefer monetary compensation to the actual replacement of their ruined property. Building-materials are scarce and must be distributed equitably. All these things militate against the wholesale construction in which Americans particularly excel. Financial considerations do not govern. Writes the editor:

"Why have not American contractors participated in the rebuilding of the devastated regions of France? There were predictions at the time of the armistice of great opportunities for them. Few of these opportunities have been realized. There are a number of reasons:

"1. The French want to rebuild according to French ideas, having regard also for the traditions of the ruined cities. These ideas are incompatible with the mass-production proposed by some American contractors.

"2. The French have a pride in their ability to carry on construction. They resent the suggestion that they need help. There is, so far as I can learn, only one construction company here that represents American capital—and it is, in reality, a French company manned by French engineers and contractors. There are only three Americans in a responsible force of probably fifty.

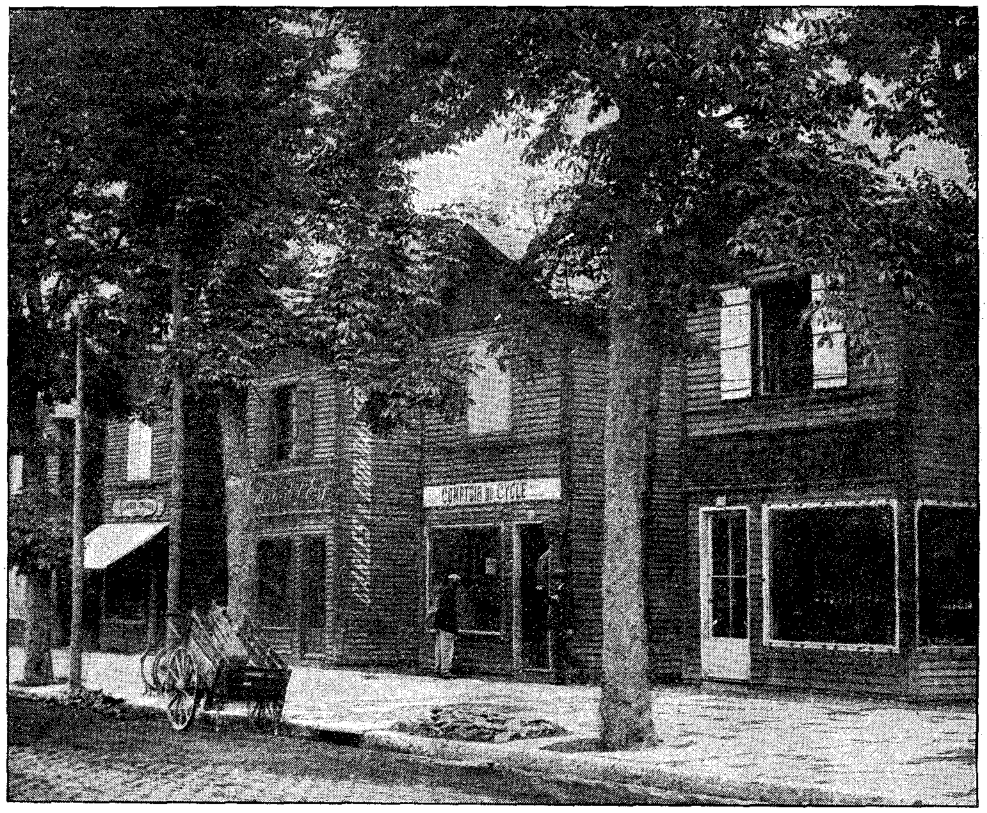
"3. Construction can be taken in hand only so fast as the damages can be determined. This is an enormous task and necessarily can proceed only as rapidly as the relatively limited number of commissions of qualified men, familiar with local conditions, can work. With the fluctuations in wages and material prices, too, these damage credits are subject to frequent change. Under the law, an owner who rebuilds within fifty kilometers [thirty-one miles] of the original site is paid the reproduction value as of the present date. Necessarily the estimate must be revised if wages and material costs change. A twenty per cent. credit is wanted as soon as the damages are determined, and other advances made as the work proceeds. If an owner chooses not to rebuild, or to rebuild at a distant point, he receives damages based on values in 1914.

"4. The French Government wisely decided to concentrate on work in the order of its economic importance: First, the reclamation of the land and the erection of temporary dwellings, then the restoration of the building-material industry, followed by the reconstruction of factories and the construction of permanent dwellings. The last feature has hardly yet been taken in hand. Therefore, plans for rebuilding whole towns in permanent construction were not in order early in 1919 and are scarcely in order to-day.

"5. Building materials are scarce and must be distributed so that in all districts and towns progress may be at about the same rate.

"There are other reasons, but these are the really important ones.

"It is worth noting that the financing of work was not referred to until the question was raised by the visitor. In other words, the various factors above mentioned have always disposed of the American contractor before the question of finance was reached. The traditional position that all flows to the man with money did not hold here. Of course, France would still like to have American credits, but only to allow them to pay for raw material when the exchange has returned to normal or materially improved."



REIMS RISING FROM HER RUINS: A ROW OF NEW WOODEN HOUSES.

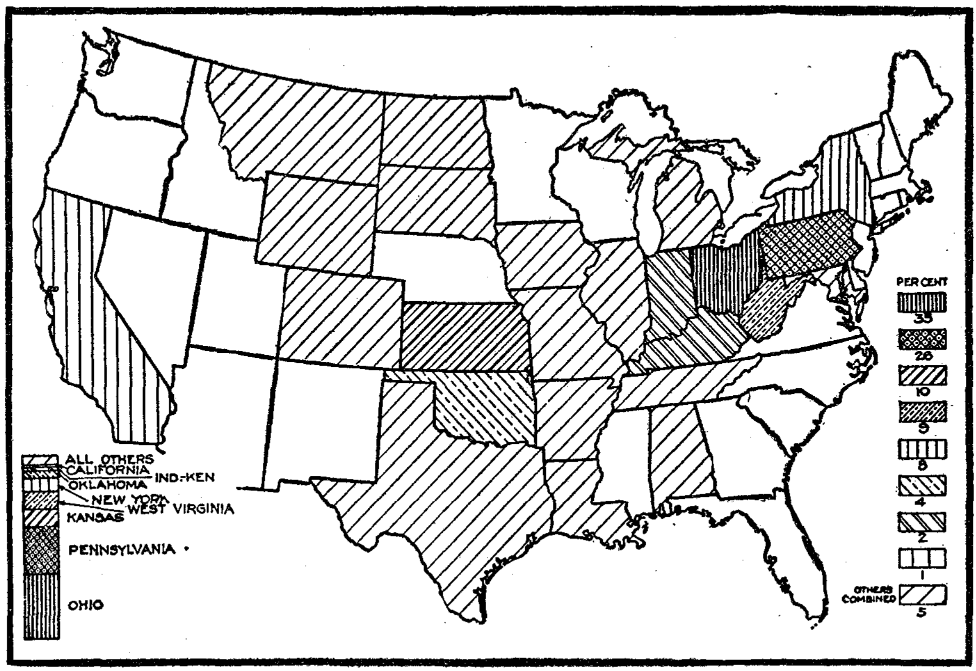
The financing of contracts is, nevertheless, we are assured, a matter of grave importance, not because of failure to get estimates promptly, but because of the necessity of carrying a large material supply. This applies to large operations—not to the building of small dwellings, for which material is secured from government depots. The root of the trouble is a combination of inadequate transportation facilities and material shortage. The larger contractors are taking work only in a given locality and carrying there large stocks, which are delivered to the building sites with their own truck fleets. Subcontracting is very unsafe. Most contractors do all the work themselves, and even go so far as to make the window-frames, doors, and trim in their own shops. The writer continues:

"Contracts are all on a unit-price basis, the bid price being considered a base price which is adjusted every three months in accordance with the fluctuations in labor and material prices. The contracts are made with individual owners or, for dwellings, with cooperative building societies, the membership of which is composed of those whose damages have been determined by the government commissions. One may get a contract to build a whole village, but, unless one wishes to carry the risk, only if the appraisal work has been finished and the owners have all joined the cooperative society. The government advances go into the treasury of the society, which, in turn, pays the contractor.

"There is still much work to be done. In fact, only a beginning has been made, but the work is not likely to be done by American contractors. If they have capital to be employed they may use it in France if they want to lose their identity, and organize as a French company with French officials. Even then they will not get work, or succeed in what they get, unless they are willing to respect French customs and acquire some of that French tact to which we are largely strangers.

"The last remark is made advisedly. Many who come here carry a superior air. It is naturally and rightfully resented. 'I will bring a hundred Americans over here and show you how to do construction work,' was said by the representatives of a strong American company to a French official. What chance would that organization have to get work, no matter how heavily its arms were laden with gold? I could cite other cases of boorish assertion of superiority—but this case will suffice. Our help will be welcome; but we must come here to help only. The French must do the work in their way. That does not mean that American construction methods can not be used; they can be, if tactfully proposed and where conditions are suitable.

"With reference to the reconstruction it is to be noted that it is proceeding much more rapidly than the work in Belgium. There only work in the cities and towns is proceeding. Such is not the case in France. Work of every kind is going forward and the progress is rapid."



Courtesy of "The Engineering and Mining Journal," New York.

WHERE THE NATURAL GAS GOES; FIFTY-NINE PER CENT. TO TWO STATES.

TO RESTRICT NATURAL GAS—Priorities in natural-gas supply similar to those which are from time to time confronting petroleum interests are being considered by a conference of State public-service commissions, which have been meeting to decide important policies with respect to elimination of certain industrial users of natural gas. Says a contributor to *The Engineering and Mining Journal* (New York):

"Fundamentally, the question is how to supply the domestic users whose requirements are practically equal to the total production during peak-load periods. The most obvious method is the elimination of industrial users, and unquestionably those who use natural gas under boilers of any appreciable size, and many industrial users in brick manufacture, glass-making carbon-black production, and ceramic industries are to b affected.

"The State commissions involved are those of Pennsylvania West Virginia, Ohio, Maryland, and New York. The first thre named have jurisdiction over districts where seventy per cent of the natural gas in the United States is consumed. . . . Th action of these commissions will, it appears, be based upon th resolutions recently adopted by the national committee on natural-ga conservation, which worked under the auspices of the Department o the Interior, and reported June 11 giving recommendations for th conservation and distribution of the available natural-gas supplies. One phase of the situation which probably will not receive immediate attention, tho it has often been discus in this connection, is that of the pooling of field interests. . . . Under the competitive conditions described it is quite apparent tha wasteful field methods in natural gas development have been encouraged. Only by the pooling o interests in adjoining territory can these problems be solved successfully, it is claimed. . . . Industria users who can demonstrate specia requirements for natural gas which are not easily met by other fuels will have to be prepared to make such demonstration to the State commissions at an early date, as otherwise they can expect that their natural-gas supplies soon will be ordered cut off. For example, it is claimed that certain glass-making processes, such as flattening and annealing of plate glass, require sulfur-free fuel, and for such work it is quite possible that continued service will be permitted."

AMERICAN WINDMILLS IN THE SAHARA

WE ARE PLAYING OUR PART in the civilization of the north African desert by selling windmills and automobiles to the Arabs of Algeria, we are told by a writer in *The Compres Air Magazine* (Easton, Pa.). French engineers he says, by the sinking of wells, have so transformed desert places in the Algerian Sahara into fruitful gardens that the result is nothing less than miraculous in the minds of the Arab chiefs who have doubled and quadrupled their fortunes because of it. And scarcely less wonderful, according to Arab reckoning, are the roads which the French have built all through this section. He continues:

"In connection with this project it is interesting to note there is a large demand for American windmills in Tunisia, where, in the city of Tunis district, Illinois salesmen already have made the landscape look as American as possible.

"Between Tunis and Carthage there are hundreds of American windmills turning away merrily. One is perched on the edge of the ruins of the ancient Carthaginian amphitheater which was destroyed by the Romans some eighteen hundred years ago. Elgin and Rockford salesmen have been busiest in the Tunis region. From talks with the natives, both French and Arab, it appears that the windmills are delivering the goods and that many more will be brought in just as soon as the rate of exchange is more favorable.

"One of the first aspects of this new prosperity, introduced by the oasisation process, has been, oddly enough, the gradual disappearance of the camel. In the unenlightened days, the Arab was satisfied to jog along on the backs of swaying Bactrians or dromedaries, carrying his figs and dates to the market towns across the desert. There was no competition, as every one else depended upon the same slow means of locomotion. But to-day, if he is to dispose to the best advantage of his bumper crops, he must learn to conduct his affairs with a liberal inoculation of Yankee pep.

"And one of the most compelling arguments that led him to this conclusion has been the automobile. Cars of light and inexpensive make—particularly of a certain American model—get across the sands without sinking, as do the heavier cars. Quantities of them have, therefore, been bought by the prosperous Arabs, and now, fitted out with water-tanks ten times the storied capacity of the camel, 'to go eight days without a drink,' skim lightly from oasis to oasis, whenever rains have hardened the sand, or along the French highway toward the El Guerrah-Toggourt desert railroad.

"An American Red Cross worker, who recently completed a medical tour of Algeria, was the first to bring back reports of the wide-spread popularity of the auto as the modern 'ship of the desert.' He further adds that this year, thanks to the progress made by the engineers with their system of wells, there will be such an abundance of fruit that quantities of dates will be shipped to Biskra, the great market town which is the clearing-house for hundreds of Arab fruit-growers.

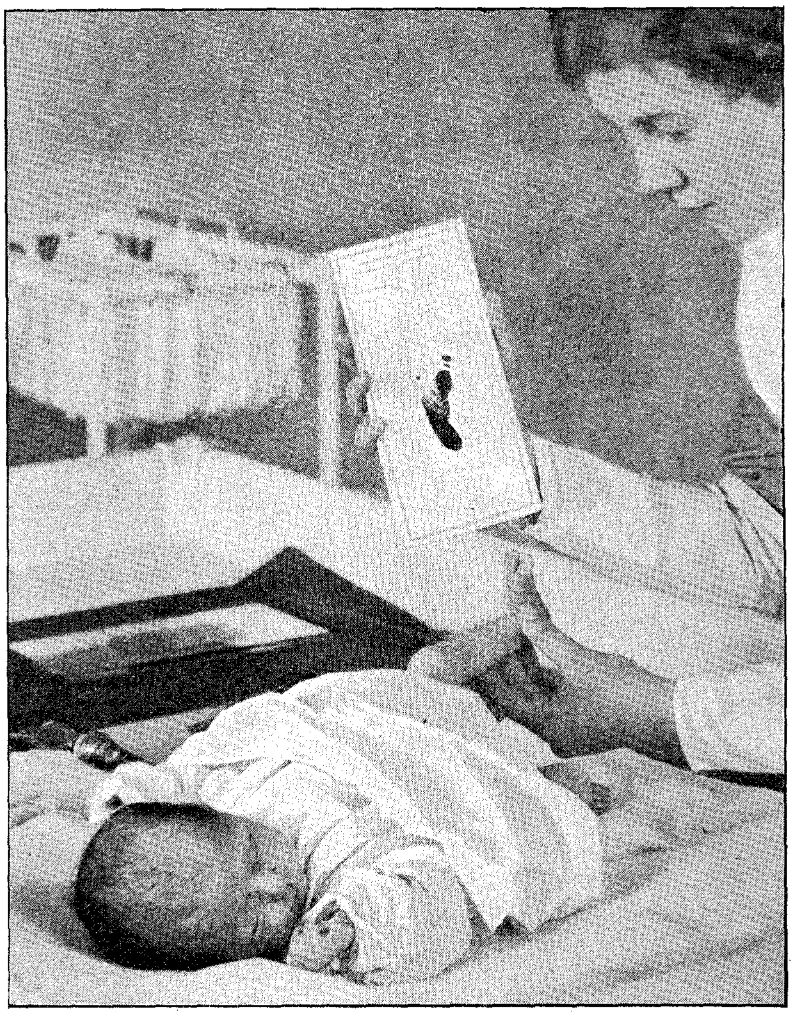
"Thus it would seem that American commercial penetration in this district as well as in Algeria has been resumed after a period of stagnation due to the war."

CALIFORNIA "EARTHQUAKE-PROOF"

EARTHQUAKES MAY SHAKE CALIFORNIA occasionally, or even frequently, but so far as material harm from them is concerned, the State is practically free from it, asserts John T. Flynn, advisory engineer of the Economic Society of America, San Francisco. In an article contributed recently to the Los Angeles *Examiner* and now printed in leaflet form, Mr. Flynn writes as follows:

"California's great valleys, such as the Imperial, San Fernando, San Joaquin, and Sacramento, running north and south and parallel with the Pacific Ocean, were once ocean beds from which the water was excluded by the erosion of the surrounding hills, then thousands of feet higher than at present. The sedimentary deposit thus created not only furnished the base of its present oil-fields through the enfoldment of animal and vegetable matter, but furnished what might be called a perfect safety-valve, or giant shock-absorber as against the rigid granite formations of most other parts of the world. Whenever volcanic disturbance occurs at distant points it registers in California by reason of its safe and sensitive structure, just as the needle of the seismograph notes that same disturbance, and therein lies its perfect safety against great disaster. With Mount Lassen serving as a great vent, active as a volcano when required, and silent when the inner earth is normal, no great disaster can occur any more than could a boiler explode with an open vent or safety-valve. The most that can be expected is the mild earth adjustment which naturally follows earth-pressure, or displacement by upheaval or receding faults. The total loss of life from this source, covering a period of more than one hundred and twenty-five years of California history, is less than that of the single cyclone of St. Louis of 1896, which I witnessed.

"I feel safe in saying that more people are killed annually by falling bricks and other barbarian ornamentation of city structures, through the natural law of disintegration, than by all the world's earthquakes combined. The same geological condition that makes San Francisco safe, as well as sensitive against internal disturbance, applies with equal force to Los Angeles, San Diego, and practically every municipality in California. They may be 'shook up' occasionally, but they will never be 'shook down,' as in the case of Valparaiso and other cities located upon a rigid, unyielding granite bed. The fact that a dozen or more tremors have been felt in the last two weeks in what might be called the former ocean bed of the Los Angeles Valley, bounded by the Tehachapi, Sierra Madre, and Volcan range of mountains, without being felt beyond those natural barriers, without loss of life in a community of nearly a million people, and with but insignificant destruction of property, is proof positive of the natural adjustment theory—in other words, shock-absorption of distant disturbance without either injury or danger. The extraction of millions of cubic feet of oil and gas from its lower levels and the consequent voids with the addition of millions of tons of steel, concrete, brick, and other material upon its surface may have made the adjustment more acute, but is wholly without danger, or even significance, as a structural factor. The danger to Los Angeles, or any other city in California, is not from below, but above, in the form of ornamentation—which has no more justification from the point of beautification than has the tail-feathers of an Indian chief's headgear. Let's pull out the tail-feathers of antiquated construction, banish forever unfounded fear and proceed with the dance."

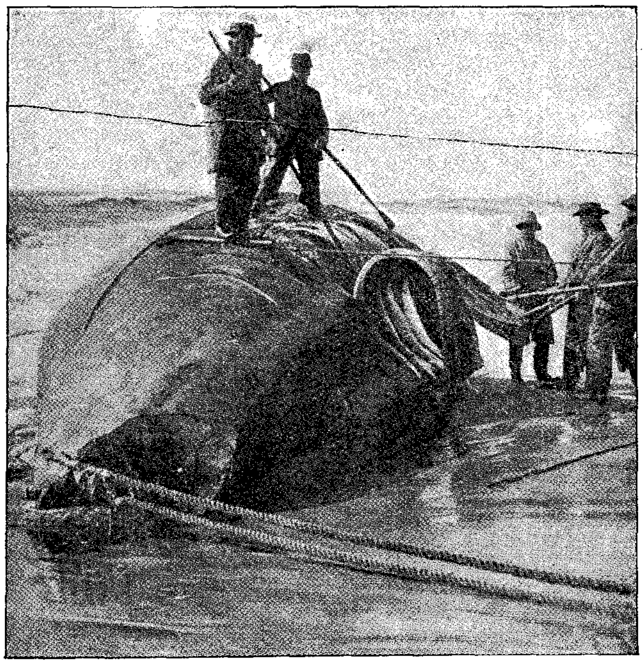


Courtesy of Columbia Hospital, Milwaukee.

MAKING HIS MARK EARLY IN LIFE—BABY'S FOOTPRINT.

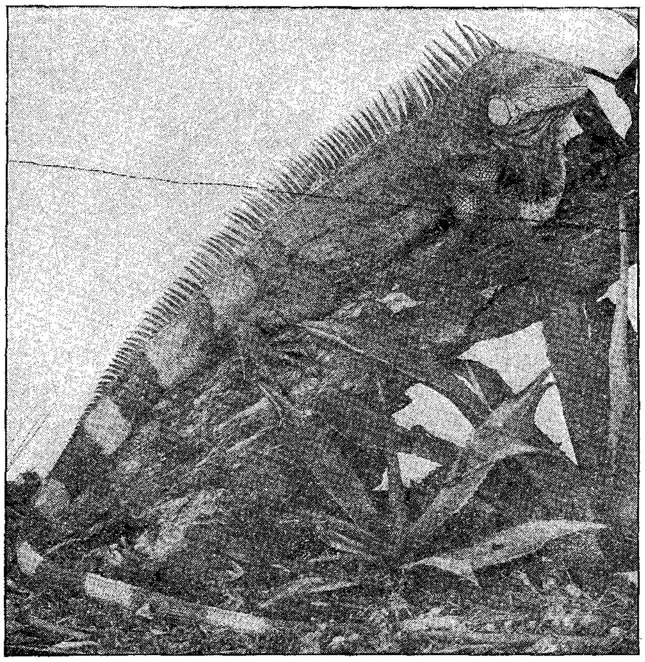
IDENTIFYING BABIES BY FOOTPRINTS—Hospitals are adopting a plan for the identification of babies by footprints in order to avoid "mixing them up," as occurred in the classic case narrated in Gilbert and Sullivan's "Pinafore." Says E. Bennett, obstetrical supervisor to the Columbia Hospital, Milwaukee, Wis., writing in *Hospital Management* (Chicago):

"At Columbia Hospital, Milwaukee, this method of identification has been followed for about three years. Prints of both feet are made and filed and a print is given to the mother. The materials used at Columbia Hospital, as shown in the accompanying illustration, include: one tube printers' ink; one printers' roller; gasoline; soap and water; two pieces of plate-glass, four by ten inches; one footprint blank; gauze sponges. A small amount of ink is rolled out smooth on a glass plate and the roller then passed over the second plate, leaving a thin coating of ink against which the infant's foot is prest. The print is obtained by pressing the foot, coated with ink, against the footprint blank. The ink must be applied very thinly to obtain a good print. It is important that footprints be taken



JONAH REVENGED: WHALE STEAK.

An average whale yields 80,000 pounds of meat.



HE TASTES BETTER THAN HE LOOKS.

The flesh of the iguana is as delicate as chicken.

immediately after birth and before there is the slightest opportunity for the infants to be 'mixed up.' The footprints may be made on the history sheet or on any other plain white paper. During their stay in Columbia Hospital the infants also are tagged with a bracelet. The footprints are filed with the chart and form a permanent record which should settle any dispute, no matter how long after the birth of the infant."

FREAK FOODS

FREAK FOODS, in the sense of foods which are unusual or abnormal, are treated of by Charles H. LaWall, dean of the Philadelphia College of Pharmacy, in an article contributed to *The Forecast* (New York). They may be divided, he says, into several classes. In the first are substances calorifically valueless and inert, such as clays. In the second are foods which, while not commonly eaten, are occasionally obtainable. The third class includes foods not customarily obtainable nor commonly eaten, but of unquestioned wholesomeness, as whale meat, elephant meat, etc. The fourth class includes unusual substances as snakes, lizards, etc., used for food by uncivilized peoples. Writes Mr. LaWall:

"Taking these up in the suggested order, we find much that is interesting scattered through literature. The eating of earthy substances has been given the scientific name of 'geophagy.' In Italy, Syria, and parts of Austria and Germany a fine variety of clay, mixed to a buttery consistency with water, is occasionally used on bread and is known as 'stone butter.' Asia has had its earth-eaters from time immemorial. . . . In Senegambia a soft soapy clay is used as we use butter, and in New Caledonia a ferruginous clay is eaten in the fresh condition and is also prepared and sold in dried cakes. In Bolivia a white clay is sometimes eaten with boiled potatoes. The foregoing instances indicate that the habit of earth-eating is usually peculiar to tropical or subtropical peoples, probably based upon the human craving for salt and the fact that some of these clays possess a saline taste.

"The clay-eaters of the Appalachian Mountains of the southern United States consume a heavy clay which accumulates in pellets in the beds of the mountain streams after the torrential rains of early spring. Sand-eaters have also been reported from some localities in Missouri, where, however, it seems to have been introduced as a remedial fad, the reason being given that it prevents dyspepsia.

"In the markets of some of our large cities it is not uncommon to see platters of snouts, jowls, and ears of pigs, which find a ready sale. Sweetbreads and brains have long had an established place upon restaurant menus, but there is scarcely an animal gland that is not marketable for food purposes. The testicles of young sheep are sold under the name of 'lamb fries' or 'mountain oysters.' In these same markets are also found the chitterlings (usually shortened to 'chitlings'), which consist of the frill-like small intestines of swine and which, when fried crisp, are esteemed as a delicacy by those to whom they are not repugnant.

"The meat of the whale, which closely resembles lean beef in appearance, is now appearing in canned form in our American markets. It has long been eaten in Japan, where it adds variety to the menu of rice and fish upon which so many Japanese live almost exclusively. An average whale will yield eighty thousand pounds of meat, which can be cut out in one-hundred-pound lumps of lean, boneless flesh, and when cooked it can scarcely be distinguished from boiled beef.

"The shark or dogfish has long been eaten locally in certain countries, but only recently has it appeared in our own markets under the less objectionable name of 'gray fish.'

"The skate is much esteemed by the Italians, and it is said frequently appears in high-class European restaurants under the name of turbot, which is a species of flounder, and in English and American hotels under the title 'filet of sole,' which is another flat fish of the flounder tribe. . . . . .

"In Japan a curious custom is followed upon ceremonial occasions of serving raw fish, which are cut up while yet alive, and eaten immediately.

"Snails, which are raised for food purposes and eaten in France, are really no more objectionable than oysters, and Dean Swift once said, 'It was a brave man who first ate an oyster.' In Canton, China, rats are sold in the markets at fifty cents a dozen and dog steak commands a higher price in some parts of China than does mutton. Muskrats are commonly sold during the winter months in our Eastern cities, notably in Philadelphia and Baltimore, where heaps of the unattractive, bloody, skinned carcasses are often seen on street stands, selling usually for twenty or twenty-five cents each. They are sometimes called 'marsh rabbits' by the venders.

"In Africa and some parts of Asia elephant flesh is eaten, principally the foot, the trunk, and some of the internal organs. The hippopotamus also satisfies the meat-craving of some of the African savages. . . . . .

"The oriental edible bird-nests, which are looked upon as a great delicacy by the Chinese and Japanese, are the nests of a small species of swallow which makes its home in the limestone caverns along the coast of Borneo. . . . The material of which the nests are built is undoubtedly of seaweed origin. They are pale yellow, translucent, and somewhat gelatinous. . . . . .

"Sunflower seeds are eaten raw or slightly roasted by the Russians as we in America eat peanuts, and the exprest oil from these seeds is used as a table oil also by these people.

"The 'ripened' eggs of the Chinese, which are prepared by burying them in the earth until they have undergone decomposition to a marked degree, are also among dietary curiosities.

"In Mexico the eggs of certain species of flies are used in making a food paste which is considered a great delicacy. Some of the African native tribes are known to eat caterpillars, but whether they prefer the smooth ones or those which are fuzzy is not stated.

"In the East Indies 'kava' is the name of a beverage which is made from the root of a species of pepper. In preparing this delectable concoction the women chew the fresh root and spit the juice into a large vessel, where it is allowed to stand for a time to undergo fermentation, which is said to give it potency. In the Marquesas, where the foregoing practise is followed, it is also the custom to take the bread-fruit, which in most countries where it grows is eaten freshly cooked, and place it in pits in the ground. These pits are then tightly covered for some time and the food is not considered of value until it has undergone decomposition to an extent that makes it very objectionable to the uninitiated. These same natives who eat it would, however, probably balk at eating some of the varieties of cheese which are highly esteemed by us.

Photograph copyrighted by "The Illustrations Bureau."

NO MEAT FAMINE HERE.

Elephant flesh is eaten in Africa and some parts of Asia.

"It is in Central and South America that snakes and lizards find a place in the regular menu. The snakes that are eaten are the large ones of the anaconda species. The larger-sized lizards, too, are selected for eating, and it is said that after catching them the tendons of the hind toes are pulled out with pliers and then used as cords to tie the animals' feet together to render them helpless and enable them to be easily carried.

"In Liberia a curious food called 'dumboy' is made from cassava by pounding the root in heavy wooden mortars with long-handled pestles until a tough, doughy mass is produced, which gives out a loud cracking sound when the pestle is withdrawn from the mortar that can be heard for long distances through the forest. This paste is eaten only when freshly prepared, as it is believed to be dangerous to eat it if it stands for more than a few minutes after the correct consistency is attained. The sticky mass must be rolled into boluses and swallowed whole. To chew it is to run the risk of having the jaws tightly locked together. What is left over from a meal is dried and becomes so hard that it is often broken into fragments and used for shotgun ammunition by the natives. These same people drink the juice which can be squeezed from the pulp that surrounds the seed of the oil-palm. This beverage is called 'whaney.'

"In Arabia the locust is the insect commonly called by us the grasshopper, our locust being the cicada, and is a regular article of trade as a foodstuff. The legs and wings are pulled off, but not the head, and the insects are then partly roasted in an open pan over a hot fire, after which they are then dried in the sun and stored away in sacks. They are said to have a somewhat fishy taste. . . . The statement regarding locusts and wild honey of John the Baptist undoubtedly refers to this insect. . . . . .

"There is no food so new or unusual that it may not in time become commonplace or even a staple. The tomato was once an ornamental garden curiosity and was called 'love apple.' The fruit was at that time believed to be poisonous. This now indispensable combination of fruit and vegetable, together with the lima bean, the potato, and Indian corn or maize, are invaluable contributions of the western hemisphere to the world's dietary. Who can say that after another five hundred years have passed some of the foods classed now as freaks may not become world-wide staples? There is a large and growing number of persons who can 'eat in all languages.' This makes for health, for the restricted diet usually is accompanied by the development of nutritional diseases, and many obscure ailments and even chronic troubles may have their inception in the lack of some little-known food accessory or food element.

"Scientists and medical men have proved that beriberi and pellagra are the result of a too limited diet. Deficiencies in children's bone development and poor teeth in grown-up people may also be traced to the lack of certain mineral salts that ordinary foods do not always supply. The greater the variety of foods that a nation eats, the stronger that nation. The late Richard Mansfield, who was very fond of sweetbreads, delighted in telling how he gained publicity in Quebec, Canada, because he went to a slaughter-house for these delicacies. The news spread abroad that this great actor was 'queer.' The kiddies followed him through the streets and pointed him out as 'the man who eats innards.' Now sweetbreads appear on the menus of the best hotels in Canada as well as the United States."

DID WE COME FROM THE SEA?—The theory of the marine origin of all life received additional confirmation at a recent session of the French Association for the Advancement of Science, we are told by the editor of the "Men and Things" department of *American Medicine* (New York). He goes on:

"The evidence was unique, extremely original, and was based on the little-observed variation in the human temperature according to the time of day. This variation, it was claimed, was one of the most convincing proofs of man's marine origin. The theory was neatly presented. At four o'clock in the afternoon the human temperature is about 99.3 degrees. Between two and six in the morning it is generally about 97.2 degrees, a variation of more than two degrees. This variation is in no way influenced by either climatic conditions, feeding, or the amount of sleep or activity in which the individual has indulged. If, those who favored the theory said, we accept the marine origin of man, we must agree that the cell destined to become human and existing at a certain depth of the ancient waters had to adjust itself to the physical conditions of these waters. It should be borne in mind that the human life fluid is of much the same composition as the salt water of the sea, except that its saline ingredient is much smaller. It is, moreover, a significant fact that man's temperature is equivalent to that of the ancient seas, known to be warmer than those of the present day, and it seems very probable that this temperature has a marine origin. The variation in human temperature is even more impressive proof of this fact, for this variation is exactly similar to the variation of the sea's temperature. The ocean, influenced by the sun's rays, shows a temperature curve like that of man, reaching the minimum at four in the morning and the maximum at four in the afternoon. Man's temperature curve, as it is uninfluenced by external or internal conditions, would therefore seem to indicate an origin dating far back in marine life. Certainly this extraordinary parallel constitutes an interesting contribution to the theory of the origin of life."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 103

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE "KING OF PRINTERS"

ONE OF THE CONSTANT ANXIETIES about the German occupation of Antwerp was the possible sinister fate of the Plantin Museum. Luckily the cloud passed, for the Germans departed leaving this memorial of a great art unhurt. How easy it would have been to strike a blow at both Belgium and France in blotting out this monument to the printer's art will be seen on reflecting that Christophe Plantin was French, born probably at Saint-Avertin, near Tours, and learned the printing-trade at Caen, in Normandy. That his monument was reared in Belgium instead of in his native land is due to his persecution as a heretic by Henri II. This summer his four-hundredth anniversary was celebrated in Antwerp, August 8 and 9, with Paul Bourget, the famous French novelist, as France's representative. The festival was planned for 1914, the real date of Plantin's birth being in doubt. So France reaches out to her own children, tho she disciplined them in their own time. For that matter, Belgium served the same dose to her adoptive citizen. "The conflict of church and state and press invaded Belgium," says Kate Buss in the Boston *Transcript*, "and Plantin exiled himself once more, this time because of a 'heretical' prayer-book that came from his press." His early years were thus troublous:

CHRISTOPHE PLANTIN,

The printer with "splendid ideas of illustration of large folios and large type, with many volumes and a variety of languages."

> "He stayed in Paris two years. Back again in Belgium he found his business vanished and part of his press destroyed; undismayed, he reorganized his trade and finally won the respect of the city of Antwerp, which appointed him to the office of *Prototypographe*, or ruler of all the city printers.
>
> "Plantin was an indefatigable worker, and his family labored with him in press, proof-reading, and book-shop. With the aid of his wife, five daughters (a group that Rubens painted and that one may see in Antwerp), and two sons-in-law he maintained a prospering business, and when he was fifty years old (in 1570) bought the present Plantin Press.
>
> "The most famous piece of printing is the Polyglot Bible—the *Biblia Regia*. It is frequently said that Philip II. of Spain paid for this publication, which was compiled with the help of the scholar Montanus, whom Philip II. sent to Belgium for the purpose, and with the cooperation of famous orientalists and philologians, but it seems fairly certain that the great labor and expense that such a work entailed were borne by the house of Plantin—at least for a considerable period. This Plantin Bible—as it has come to be called—contains the Old Testament in Hebrew and Greek, Aramaic paraphrases, the Vulgate, a Greek and Syriac version of the New Testament, lexicons, etc., and was printed in eight volumes. It is now one of the valuable pieces of book adventure, not because most of the copies have been lost, or because it is at present valuable as a Bible, for later and more complete Bibles were soon published to succeed its use in libraries, but for the reason that it is a remarkable example of the art of printing."

Theodore De Vinne, perhaps the greatest printer America has produced, is quoted as saying in his life of Plantin that "he was overestimated as a printer, but that as an editor and publisher who had splendid ideas of illustration of large folios and large type, many volumes and a variety of languages, he was the 'marvel of the period.'" We read again:

> "Plantin's habit of decorating his books with vigorous and complicated initials in large sizes (which sold at the time for a few cents) has perpetuated his style of initialing in the work of modern printers. From engraving on wood, he became interested in copper; and 'Humanæ Salutis Monumenta,' with seventy-one illustrations, is his earliest and perhaps most commendable example of copper engraving.
>
> "At Christophe Plantin's death in 1589, he left his press to his family. It was continued by his son-in-law and by Plantin descendants until 1867, altho it had lost its preeminence as the finest printing-house in the world some time before that date. The property was bought by the city of Antwerp for twelve hundred thousand francs; and to-day, as the shrine of an art as well as the press of a great printer, it stands open to the public as the single complete museum of its kind in existence.
>
> "A museum may be a sad bore, and, if it has been built to house an assembled collection, very often is such an instrument of *ennui*. But the Plantin Museum in the tiny Marché du Vendredi, is a happy exception. One doesn't even have to know much about printing to enjoy it, for the house itself is a gem of Flemish imagination. Rich in woodwork, that is holed by honest worms, and as intricately patterned as the initial letters that Plantin bequeathed to the modern designer, and which may be seen in thousands within this mausoleum of his trade, with doors and windows that arch and angle in lovely accord to mitigate the shadows on paneled oaken walls and filter the sunlight touching early Flemish tapestries and Rubens canvasses, porcelains, and periodic furniture (including Monsieur Christophe's own bed that is a couch for royalty), this museum to the art of printing adds a remarkable emphasis of architecture and decoration.
>
> "In the old book-shop in one of the wood-paneled chambers a 'Catalog of Prohibited Books' is hung. The list, which offers much commentary upon the epoch, was printed by Plantin, and also two of the books it mentions: 'Colloquies of Erasmus' and 'Psalms of Clement Marot.'
>
> "The museum is built about an open court, and one side is covered with the grapevine that the gnarled guide—and certain guide-books—recommend for actual association with the printer-

planter. Above the entrance one sees the device of Plantin—the hand holding a pair of compasses—the motto 'Labore et Constantia' and 'First printer to the king and the king of printers.' One suspects the sons-in-law, or perhaps the city of Antwerp, for this last phrase—altho it is, indeed, no falsism. Within the court the sons-in-law show in marble against the walls. And inside the door, through which Rubens strolled to paint more than one Plantin portrait that still hangs upon Plantin walls, is the great collection of presses, tools, books, and bibelots of size and frequent splendor which created for the sixteenth-century lover of books a workshop-home and which remains to offer to the modern bibliophile a portfolio of book-lore that appears in only one edition and can have no reprinting."

The London *Times* recalls some of the conditions under which Plantin's work was done, "the 'turbulent times' which the prefaces in his books continually deplore." We read:

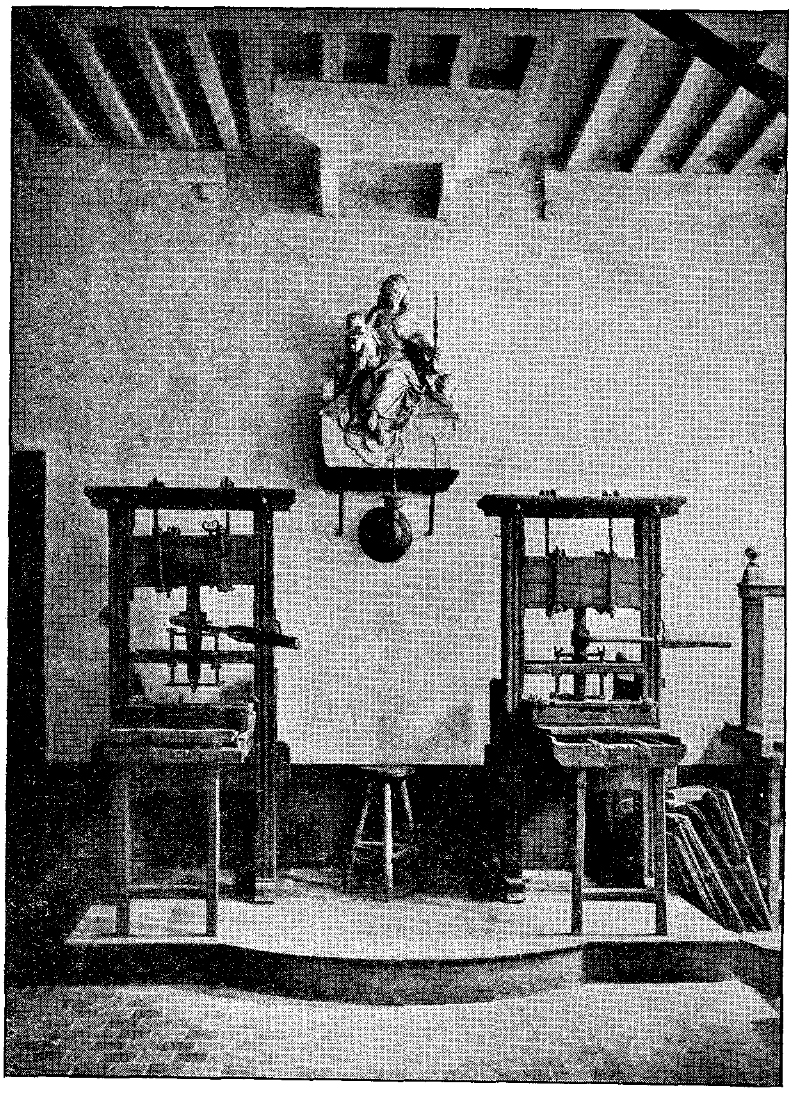
"The political hostility of the Netherlands toward Philip was aggravated by the growth of religious dissension. Luther and Calvin had found many disciples there, and these looked for their leader to the Prince of Orange instead of to the Catholic King. In 1566, just when Plantin, returned from Paris, was beginning to feel firm again upon his feet, a Protestant rising swept over the country, violating churches and slaying monks before their altars. Philip replied by sending Alva; and the Council of Blood proceeded, like Saul, to slay its thousands. Persecution only embittered the opposition, and the whole country seethed with public anarchy and private feuds. On November 4, 1576, Antwerp was ravaged by the 'Spanish Fury,' an outbreak of soldiers clamoring for their pay. Nine times during that night Plantin was held to ransom in his own house, and nine times appeased his captors with gold—more fortunate than the seven thousand victims who had nothing to offer in exchange for their lives. No wonder that he bethought him of the invitations he kept receiving from his master Philip, from the King of France, and from the Duke of Savoy. In 1583, leaving his new house on the Marché du Vendredi, and accompanied by Francis Raphelengien, husband of his eldest daughter, Margaret, he moved his press to Leyden, already standing out as the home of freedom of thought, only to return in 1585 to spend his last days in the Antwerp which he had chosen for his home forty years before.

"At his death the business was divided in the main between Raphelengien, still printing at Leyden, and John Moretus, who had married Plantin's second daughter, Martine. But change came rapidly on. Raphelengien was a scholar, absorbed in his Arabic studies; Moretus was primarily a man of business. The only one of Plantin's successors who had vision was Balthasar Moretus (1574–1641), son of John and Martine, the schoolfellow of Rubens and the pupil of Juste Lipse. Paralyzed on one side from his birth, through his mother's fright 'at the time of the first troubles,' he was marked out for the scholar's sedentary life. Entering the house in 1598 as writer of its Latin letters, he brought to it later, when at its head, the spirit of his grandfather for splendid undertakings without counting too narrowly the cost. Works of learning again predominate. Inspired by his schoolfellow, he completed the beautiful quadrangle which all good printers go to visit on the Marché du Vendredi, and by his will secured it as an indivisible property—to become after two more centuries a perpetual possession not to its city only, but to the whole world. . . . . . .

"Plantin's character must be read in his letters, of which Mr. Max Rooses has given us three delightful volumes, 1883–1913. These carry him down only to 1573: so that there is much pleasure in store for those who know how to wait. He appears as a keen man of business, cautious with all his boldness, and not to be imposed upon in matters of trade. Most attractive is he when he writes of his family or to them. The memorandum of 1570 for Philip's secretary gives an intimate picture of them all, mother and daughters and the grandchildren whose voices were already heard in the great house."

TESTING "AMERICAN LITERATURE"

"AMERICAN SCENES, American ideas, language"—that is the specification for American literature if it is to be accepted by our English cousins. There has been much stock-taking of things American since the beginning of the Pilgrim celebrations, and American writers have naturally come up for reappraisement. A new caption for our New England school is given by Colonel Arthur Lynch in the London *Graphic* in speaking of "the English *Mayflower* influence on American literature" exhibited by Longfellow, Emerson, Poe, Hawthorne, and Washington Irving. "The hands were the hands of Esau, but the voice was the voice of Jacob." If you wish to see the members of this group dispatched again in an epigram, Colonel Lynch does it rather neatly:



PRESSES AT THE PLANTIN MUSEUM,
Which serve to show the mechanical conservativeness of the art of printing.

"Longfellow wrote excellent poems, all in the best classic style, and all reminiscent of the tame school of English poets, from Cowley to Tennyson. Emerson wrote not philosophy, but pleasant divagations cast in the form of philosophic essays, shimmering with a literary brilliance, that seemed to show how facile was wisdom; yet there is nothing highly original here, in thought or manner. Hawthorne has worked out a pretty piece of Puritanism in a New England setting. Irving is like 'Our Own Correspondent' domesticated abroad."

But all this, we are told in ingratiating phrase, "gives little hint of the America somewhat hesitatingly asserting itself, of the wonderful America yet to be known." It is easy enough to get the pioneers, but to pick the contemporary "peaks" among the crowd of aspirants depends on your post of observation—

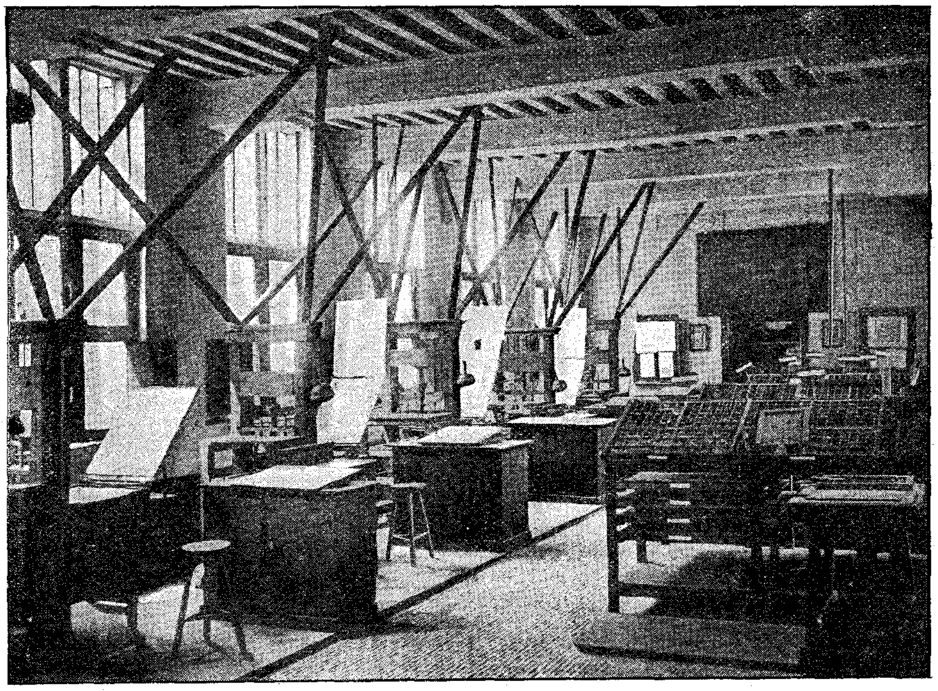
"Walt Whitman—good old Titan, with his vast assortment of ideas, his inchoate thought, and his earth-bound spirit struggling manfully to rise into flight—there is nothing final here. We have a great quarry opened, but no masterpieces of sculpture. Walt felt this himself. He lacked 'the final lilt of songs.'

"Mark Twain's earlier stories, Bret Harte's 'Luck of Roaring Camp'—wonderful little masterpiece—yes, here is the genuine American touch, the scriptures that are signed in every line with their place of origin. But both these writers later tried rather to escape from than to accentuate the distinctive touch. Besides, all that is but the fritters of literature.

"Literature should be a discussion of life. If it has any significance at all beyond mere amusement and pleasant fooling, it must have a serious—I will not say object, for that suggests a kind of gliding machine of propaganda—but certainly *intent* as well as content. Well, a real American literature is now rearing its infant head. It is unlike anything on this side.

"Representatives of that literature are George Ade, Walt Mason, Upton Sinclair, and Edgar Lee Masters. The first and third are fairly well known here; Walt Mason has missed being discovered on this side; Edgar Lee Masters is but a name, even to the cultured."

Colonel Lynch is aware of "plateaus" filled by "innumerable authors, all ambitious, many original, and a certain few having really something to say." This report will give but little satisfaction here; yet it shows how the matter "strikes a contemporary":



THE COMPOSING-ROOM AT THE PLANTIN MUSEUM,

Where the fonts of four hundred years ago are exposed to the gaze of the printer of to-day.

"Putting up a psychic seismometer to measure American writers, a few names survive the demand for something original, characteristic, and yet written with that touch which gives interest and charm. I think of Upton Sinclair, George Ade, Edgar Lee Masters, Walt Mason. And then I stop to examine the subject; a score of new poets come into view, hundreds of new writers of merit.

"There are the people who form literary societies, who talk of literature, who prate and cant of art, technique; the people who start periodicals, who write in the Poets' Corner, and finally invade the magazines. These are the tradesmen of literature. Their methods, when successful, are not dissimilar to those of other tradesmen—they keep their shop, they study the public taste, they supply the demand, they advertise. Perhaps even more so in America than here, tho in a more fraternal spirit and with less of commercial log-rolling."

And so "in New York and Chicago poetry and literature are in full blast"—

"The American magazines have made the short story a thing of art—here there is a sense both of good craftsmanship and of limitation—and that corresponds with the result. The honest craftsman is always respectable, and even if literature became a trade there is no need for tears.

"Finally, to be little known may not be a sign of inferiority. Miss Jane Munro [*sic*], who edits *Poetry*, has struck into original lines. Moved by the observation of the great electrician, Steinmetz, that poetry should be inspired by life, reflect an actual world, she has given us a poem of the turbine! Excellent. Eunice Tietjens has combined a French lightness and airiness with the peculiar ting of feminine American sentiment. Jeannie Foster, in her 'Neighbors of Yesterday,' has found the true secret of literature that lives—sympathy and sincerity."

STEVENSON AGAIN ON THE STAGE

IT IS THE MOVIES and not the regular stage that gets most of the "dramatized" stories to-day. Perhaps the present revelation of Stevenson's "Master of Ballantrae" is merely a way-station to this ultimate destination. Mr. Walker Whiteside is impersonating the many-sided adventurer, *James Durie*, having begun in the West and, at present, arriving in Boston, where Mr. H. T. Parker, of *The Transcript*, takes account of this transmutation. From his report there are some shudders awaiting the Stevenson admirer other than the ones invoked by the romancer himself. They are doubtless nothing to what the screen in incompetent hands might eventually do for the purist who wields a jealous guardianship over his favorite author. An actor-made play or a play made to order with the actor's idiosyncrasies kept in mind bears witness, as Mr. Parker says, "to the inevitable shortcomings of the species." This one, apparently, does not escape:

"A novel is a novel; a play is a play; and never—or hardly ever—shall the twain meet. On the printed page, sentence by sentence, Stevenson, master of the illusory word, may weave the atmosphere of the wintry and isolated manor-house. From the stage comes only the illusion that setting and lights may compass. Both serve Mr. Mason [the accredited adapter] and Mr. Whiteside well; but, whereas from the book Durrisdeer penetrates the reader, in the theater it merely exists for the spectator. Similarly with the long-standing and festering rancor between the brothers. The novel can and does cumulate it; the play, preparing for the return of the *Master*, merely states it as a necessary premise. A book may wander whither the book-maker wills—and print sets the scene. A piece of the theater, especially in these days of substantial backgrounds and few pauses, must not diffuse itself too widely. In fact, Mr. Mason and Mr. Whiteside compress an action, stretching through years and over quite half the world, into a single month within a single room. Necessarily it becomes momentary assertion—'This is so because we say it is so'—rather than measured progress.

"So, too, with the personages, except *Durie* himself and possibly his brother's wife. We in the audience do not come to know and feel them gradually. At the end of the play, again with the exception of the *Master*, they remain what they were at the beginning. More; some of them are appreciably modulated out of the key of Stevenson into what is presumed to be the required key of the theater. In wisdom to a feminized—and still feminized—time, Stevenson affirmed life a boys' game and the sentimental adventure but one of man's experiences within it. Now the American theater—and most others—is storehouse and hothouse of sentiment. Hence, in the present play, the upbuilding of the part of *Alison Durie* and the stressing of *James's* baleful seductions upon her. Hence, too, from another point of view, the reduction of the old lord—the more for Mr. West's acting—to a puling dotard.

"Of course, there are episodes in Stevenson's tale that pass readily and illusively into the theater—the return of the *Master*, for example, or the fight up and down the darkling hall while *Mackellar* holds the dancing candles. *Per contra*, other episodes must be carpentered into the play for their own interesting sake or because the playgoer, knowing his Stevenson, expects to find them. Accordingly at Durrisdeer of his own motion, and not in the Adirondacks under compulsion of danger, the Hindu teaches *Durie* how to feign death by 'the swallowing of the tongue.' There ultimately the *Master* makes the venture—and succumbs. Moreover, if memory of the novel does not slip, the village woman—an abandoned, vindictive mistress—who forces him to the test and is brought upon the stage for no other purpose, happens to be pure invention of the playwright. So much for the contents and the course of the piece, obviously and inevitably—*James Durie* excepted—statement of facts and assortment of episodes laid arbitrarily side by side. Enough that they upbear the *Master* and the player who acts him, yielding besides, for good measure, a second act of discoverable dramatic movement."

In a play so made and so pervaded by the principal personage, the trial for the principal is enhanced. "Richard Mansfield might plausibly have acted the *Master*," says Mr. Parker; but what is this but reminding the present generation of what it has lost? "It is easy to imagine John Barrymore in the part"; but this is putting all of one's eggs in the same basket. As it is—

"Upon the eye Mr. Whiteside as *James Durie* works an appreciable illusion. Tho his mask lacks distinction and is often curiously immobile, he is master of the swagger of cloak and cane, of the poise of airy insolence or cynical self-complaisance. To the ear Mr. Whiteside conveys both the suavity and the sting of *Durie's* tongue, the feigned fervors and, upon occasion, the vaunting bitterness of the *Master's* speech. Yet he does these things with an unconcealed artifice that thins illusion.

"To the answering imagination the actor suggests more of the craft and the insolence than of the *élan* in evil or the pervading fascination of his personage. Mr. Whiteside most nearly catches this ardor in the scene in which *Durie* reseduces (so to say) his brother's wife. He best gains this fascination in the scene of the *Master's* return to Durrisdeer—an exotic figure in turban and mantle, the Hindu at his heels, planting himself familiarly in this Scottish manor-house, scornfully smiling his '*J'y suis; j'y reste*' upon his perturbed brother. On the other hand, not a few of *Durie's* subsequent taunts and mockeries (as of the old steward, *Mackellar*, in the second act) seem perceptibly dry and made to measure at the actor's hands. Similarly, Mr. Whiteside misses the full flavor of the jet of bravado beginning the duel and of the wit pointing death with a keen epitaph. The romantic actor, born, bred, and inescapable, playing a part like *James Durie*, clothes it in such an unremitting fervor of illusion that the spectator sees, hears, believes, is transported, and reasons not. The romantic actor, gaining his ends by study and practise, will and ambition, can not altogether hide his calculations, his artifice, and the spectator remarks them. The one is winged; the other, in degree, is pedestrian. It is this handicap that once and again besets Mr. Whiteside's *Master*. . . .

"The secondary and minor characters are merely contributory. *Secundra Dass*, the Hindu, capably played by Mr. Barrett, exists to show his teeth, roll up the whites of his eyes, kneel before the portrait of the *Master*, bore holes in doors through which he may listen—an unpleasant habit—describe 'the swallowing of the tongue,' and hint at the devotion *Durie* may inspire in such as he. The steward, *Mackellar*, parts with some of his Scot's sagacity and dour vigilance that the *Master* may play tricks upon him; but once and again he is the honest bulldog whom *James Durie* may even fascinate into occasional waggings of tail and cockings of ears. Mr. Frank acted him according to prescription. *Mistress Alison* was there to be seduced and Miss Shields played her in alternations of still wistfulness and shrill outburst. *Henry Durie*, the younger brother, was also there to glower, sulk, menace, and make virtue as unattractive as it often is. Therein Mr. Lynton succeeded. Except Miss Stewart as the invented mistress, the others were exceedingly minor and exceedingly unintelligible. Possibly, probably, 'The Master of Ballantrae' is best acted upon the theater of the imagination."

OPTIMISTIC AMERICAN SINGERS

"IT IS IMPOSSIBLE for an American artist to fail" in London, says the well-known music critic, Mr. Ernest Newman. This is because they, or their managers, at least, as revealed in their flaunted press notices, refuse to see anything but success even in most untoward circumstances.

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WALKER WHITESIDE, IN STEVENSON'S "MASTER,"

is "master of the swagger of cloak and cane, of the poise of airy insolence or cynical self-complaisance."

Mr. Newman's words in the Manchester *Guardian* will be a useful check on exuberant advertising the coming winter:

"The more tender-hearted among us have been almost on the verge of tears, more than once during the last few months, over the pitiful failure of most of the American singers who gave recitals at Queen's Hall to 'make good' over here. I do not mean that they were failures in the artistic sense. Some of them were quite capable, tho none of them came up to our highest ideal of a singer. But they were unmistakable failures from the box-office point of view. I hazarded a guess, in a recent article in the Manchester *Guardian*, that at one of these recitals a ten-pound note would have covered all the money there was in Queen's Hall; since then I have been informed, by the person in the best possible position to know, that the total amount taken at the box-office at that recital was some twelve pounds. Judge of our astonishment, then, when we read in the American papers of the colossal success of these singers in London, of the frantic and insatiable audiences, of the bouquets that made the piano temporarily invisible, of the glowing eulogies of the London press, and all the rest of it. I am truly glad to hear it. What looks like failure to us is to the American singer a success for which he can not sufficiently thank the gods."

RELIGION-AND-SOCIAL-SERVICE

THE PASSOVER UNCHANGED IN THIRTY CENTURIES

THE ANCIENT FESTIVAL OF THE PASSOVER is celebrated just as described in Holy Writ by only one people to-day—the Samaritans. Each year the members of this interesting and picturesque sect gather on Mount Gerizim, the spot they hold chosen for them by God as a place of worship, and there, down to the last detail, they go through all the ceremonies that distinguished the observance of the first Passover at the time of the Exodus. The stronghold of the Samaritans lies about forty miles north of Jerusalem. It is called Nablous, and is the ancient Schechem of the patriarchs. Near it is the parcel of ground which Jacob gave his son Joseph, and here also is Jacob's well where Christ met the woman of Samaria. The Samaritans, once a strong and numerous tribe, to-day number only about one hundred and seventy souls. They maintain that they are the remnant of the tribe of Ephraim. The ancient enmity between them and the Jews still exists, and no Jew will have any dealings with the Samaritans. For this reason no Jew has ever settled in or near Nablous. The Samaritans differ greatly from the Jews in religion, accepting only the five books of Moses as Scripture. Their most treasured possession is the famous Samaritan Scroll of the Pentateuch, which they assert was written by Abishua, the great-grandson of Aaron. This document is believed to be the most ancient copy of the Pentateuch in existence. The manner in which the Samaritans observe the Passover illustrates the jealous care with which they maintain their ancient religious beliefs. The festival, in strict harmony with the Biblical account, is an open-air scene in the dead of night and with the full moon shining. The event is thus described by Harold J. Shepstone in *The Illustrated London News:*

Photo from International.

DISPLAYING THE SACRED SCROLL.

This is said to have been written by Abishua, great-grandson of Aaron, and is the Samaritans' most treasured possession.

"A few days before the event the Samaritan ghetto at Nablous becomes the scene of much activity. Young and old, sick and well, quit their homes to make the pilgrimage to Gerizim, in obedience to the command, 'Thou mayst not sacrifice the Passover within any of thine own gates, but in the place which *Yahweh*, thy God, shall choose to make a habitation for his name.'

"At the eastern extremity of the camp is the *kiniseh* (synagog) where the religious rites are observed. It is a small oblong plot surrounded on three sides by a low rubble wall. At the northern end a trench has been dug and lined with uncut stone: 'An altar of earth shalt thou make unto me.' Across this altar two large copper kettles, filled with water, are placed. Beyond the northeastern end of the enclosure, and higher than its level, is the *tanoor*, or ground oven, for the lamb-roasting. It is a pit, the depth equal to a man's height. The ceremony commences just before sunset, and ends with an exciting feast at midnight. Before all prayers, the Samaritan goes through the prescribed ablutions; and, like the Moslem, he spreads the prayer-cloth, which in some instances has the *mihrab* design.

"When all have assembled—that is, the male population, for the women do not take an active part in this sacrificial service—the venerable high priest of the Samaritans, Yakoub (Jacob), feeble and infirm, takes his place in front of the congregation. The two second priests, Ishak (Isaac) and Tewfik, stand slightly behind him. Then come in rows the elders, according to rank.

"The service consists in the saying of prayers, readings from the Scriptures, and the singing of hymns. Many of the prayers are repeated by the congregation. Whenever any petition is asked, their hands are outstretched to heaven, and they constantly bow their heads in unison, touching their foreheads to the ground. Every time God's name is mentioned the men stroke their beards downward thrice.

"As the sun begins to set, the congregation, which has been facing the crest of Gerizim, turns about, and the high priest commences reading the Mosaic account of the first Passover. Meanwhile, the lambs have been brought to the altar, where the caldrons of water are already boiling. Over the lambs stand three slaughterers with glistening knives of razor sharpness. On the word 'slay' in the passage, 'Then shall all the convocation of the assembly of Israel slay it between the two evenings,' the slaughterers, with one deft stroke, cut one throat and jump to the next.

"In a few seconds all the lambs, eight to ten in number, have been sacrificed. This is immediately followed by a veritable babel—the shouting, clapping of hands, and singing drowning the prayers of the priests and elders. A young priest now collects a quantity of fresh blood in a basin, stirs it vigorously with a bunch of wild thyme, and then sprinkles it above each tent door.

"Boiling water from the caldrons is now poured over the carcasses. Next comes the ritual inspection. As each lamb is fleeced it is suspended by its hind-quarters on a long pole resting on the shoulders of two men. Great care is taken not to mutilate a bone, for the command, 'Neither shall he break a bone thereof,' is strictly observed.

"Unlike the Jews, who will not eat of the hind-quarters of any animal until all the sinews have been entirely removed, the Samaritans claim to know exactly the cord the angel touched while wrestling with Jacob at the ford of the Jabbok; and now a deep incision is made in the flank and it is taken out. Deep gashes are made in the fleshy parts in order that salt may penetrate, in fulfilment of the obligation. 'And every oblation of thy meat offering shalt thou season with salt.' The right shoulder is removed, this being a priestly portion. Pieces of the head are also reserved for the priests. Only the males of the priestly family and women of the same blood, if unmarried into other families, may partake of them. 'And they shall give unto the priests the shoulder and the two cheeks.'

"An oaken spit is now thrust through each drest lamb lengthwise, and the spits are lowered simultaneously into the earthen oven, which is then sealed. It requires now three hours to midnight. The closing of the oven is followed by a short service, when most of the worshipers, after saluting one another, retire to their tents to rest until midnight. The salutation is after the old Biblical greeting. Embracing one another, the head is put on the other's shoulder or neck, the latter being bent forward, and in doing so the cheek or neck is kissed, alternating from one shoulder to the other.

" 'And Esau ran to meet him (Jacob) and embraced him, and fell upon his neck, and kissed him.'

"At midnight, amid much excitement, bustle, and hurry, a herald proclaims that the hour has come, and all put on their sandals, gird their loins, and take their staves in hand. They gather close around the roasted lambs, which have been drawn from the hot pit and placed on dishes on the ground. The meat is sprinkled with minced bitter herbs, and straw trays of unleavened bread are placed at hand. After a prayer by the high priest, every one begins to eat ravenously, pulling the meat from the bones with the fingers. No forks or knives are used, and great care is observed not to break a bone. Some eat standing, with sandals on their feet and staves in hand, with every indication of haste, as tho about to start on a journey.

"Within a few minutes the meal is over, and the high priest recites a short prayer. Every bit of bone, flesh, and offal remaining is now collected and burned. 'And ye shall let nothing of it remain until the morning; and that which remaineth until the morning ye shall burn with fire.' Thus the sacrifice and ceremony commemorating the Exodus are ended."

MAKING SOLDIERS GOOD CITIZENS

RESPONSIBILITY FOR THE CHARACTER of young soldiers rests largely upon the Army authorities, and in recognition of that fact a broad religious and educational program looking to the general welfare of enlisted men has been put into effect. The moral toning of the men will, of course, devolve chiefly upon the new chaplain corps, one of whose chief duties, *The Presbyterian* quotes Major-General P. C. Harris, Adjutant-General, as saying, "is to give sympathetic aid to the foreign-born and to those who may not be able to protect their own interests. No more valuable service can be rendered to the country than to bring the young foreigner into the Army in the right mental attitude and to send him back to civilian life with an ambition to serve his new country there as well." In furtherance of this policy, Uncle Sam has become a schoolmaster with more than one hundred and five thousand pupils taking one hundred and seven courses free of cost, and the ambitious young foreigner who wishes to be thoroughly trained in citizenship and put in the way of making a livelihood is advised to become a member of the class. "If there is any better way to make a thoroughgoing American out of a young foreigner without family ties who cannot speak our language than by enlisting in the Army for our educational courses, I would like to know it," says the Adjutant-General, remarking that "most immigrants are here for the purpose of becoming thrifty citizens, and with the Army pay there is no reason why a young man cannot be honorably discharged at the end of three years with a snug bank account, a working education, a good trade, and an American heart." A year ago the War Department issued an order defining the educational policy for the Army, establishing the "University in Khaki." There are two main objects: one, to train technicians and mechanics to meet the Army's needs, and to raise the soldier's general intelligence in order to increase his military efficiency; two, to fit the soldier for a definite occupation upon his return to civil life. By November 1 eighteen thousand men were enrolled, says our authority, and on March 1 the enrolment had reached one hundred thousand. Thus "the promises of the recruiting officers for the new Army are redeemed." Three-eighths of the soldier's working-time, or seven hundred and thirty-eight hours a year, in each post is made available for school work. A soldier once enrolled for a definite piece of work must complete it, since it becomes a military obligation. Classes in elementary English and other grammar-school subjects are now organized, and new schools are established at Camp Jackson, South Carolina; Camp Pike, Arkansas; Camp Grant, Illinois; Camp Travis, Texas, and Camp Lewis, Washington. These are recruit educational centers, modeled after the one found to be so successful at Camp Upton, New York, and now transferred to Camp Dix, New Jersey. At Camp Dix one thousand eight hundred illiterates are being trained intensively for three months in English, military routine, and in "subjects that make for good citizenship." Tests for proficiency are being carefully worked out, we are informed, and the award of certificates resulting from the tests will be made an additional stimulant. "From the experience of the training-camps in the Great War the Army, as a whole, has come to believe in this new Army education. This in itself is a guaranty of success." Illustrating further his reliance on the Army's new policy, our authority quotes General Harris as adding:

Photo from International.

A STRANGE MIDNIGHT FEAST.

As in the time of the Exodus, the worshipers eat ravenously amid the excitement and bustle of a hurried departure.

> "The complete success of our whole program can be secured only by so influencing a foreigner's environment, military duty, education, amusements, athletics, and religious observances that all combined may favorably react upon his character. So far as is humanly possible we are as much responsible for the young man's character and habits as we are for his training. We want the best influences to surround him for all twenty-four hours of his day, and our responsibilities have not ceased until we have made of him not only a first-class soldier, but a high-spirited, well-educated American citizen."

PROHIBITION'S BLIGHT ON JAILS AND RESCUE MISSIONS

THE ABSENCE OF "BOOZE" is making some of the city jails "awfully lonesome," we are informed by a watchful critic, and in some towns conditions are reported to be so quiet around the jail that the keeper has been made a regular policeman and sent out on a beat. One observer goes so far as to believe that a man starting at the north pole would have to travel a long time on the North-American continent before he could find a drink. However, others who may be better informed might regard this trustful view, it is generally considered, by the religious press at least, that prohibition has become effective, and Federal Prohibition Commissioner Kramer is quoted as saying that "with two more years of the Volstead Law drinking will become a lost art." There can be no question that the law is being "atrociously violated" in many places, admits *The Reformed Church Messenger,* "but let nobody be deceived by the cry that 'there is as much drunkenness as there used to be.' Prohibition, as a matter of fact, is gloriously succeeding." But we are urged to be wary in our conceit and to be careful not to send to Congress men who "put the keg before the flag."

In a report to the Commission on Church and Social Service of the Federal Council of Churches appearing in *The Christian Herald* and widely quoted elsewhere, Dr. W. E. McLennan concludes that prohibition warranted itself in the first six months following its enactment. Some questions relating to the effect of the law, such as the influence of prohibition on general prosperity, he does not yet feel able to clear up. But as to the law's effect by and large he is positive it is beneficial. He denies the charge that prohibition increased emigration by quoting from the reports of the Commissioner of Immigration, which state that the tide of emigration, like that of immigration, has fluctuated from time to time, and that "the emigration since prohibition went into effect is less than the average for that period." And countering the claim that the number of drug addicts has increased, the investigator quotes Dr. Arthur Dean Bevan, former president of the American Medical Association, as authority for the assertion that "the number of these cases is very small compared to the number that were made drug addicts by the free use of alcohol in the past." And, adds the writer:

"Coming to such phases of the subject as police returns, returns from houses of correction and jails, returns from hospitals, reports from municipal and private lodging-houses, etc., there is but one story—since prohibition came into effect arrests have been cut down, not only for minor but also for the more serious crimes for from twenty-five to seventy-five per cent.; houses of correction and jails are being depopulated; alcoholic wards in the hospitals are being closed for lack of patrons; public and private lodging-houses of the cheap variety are going out of business; rescue missions are caring for but a small percentage of their former attendants. The evidence of the above statement is simply incontestable. . . . . .

"Wherever inquiry has been made rescue missions tell the same story—the bum and the down-and-out seem to be either in hiding or are mending their ways. . . . .

"So far as I could ascertain, public sentiment is constantly growing stronger for prohibition. Officials who were at least cold to the proposition a year ago are not only not hostile or indifferent, but warmly enthusiastic. Some of these volunteered the information that they found new friends for prohibition almost every day."

As an illustration of the effect of the Eighteenth Amendment, Dr. Charles L. Zorbaugh notes in *The Christian Work* (Undenominational) that the Market Street Mission in Pittsburgh, for seven years a landmark and a successful refuge and reforming agency for down-and-outers, will probably soon close its doors for lack of business. The writer finds a similar condition in the down-town rescue missions in every large city. Further significant light on the working of prohibition may be found in an official statement just issued by one of the largest life-insurance companies in the United States, says *The Churchman* (Episcopal), for—

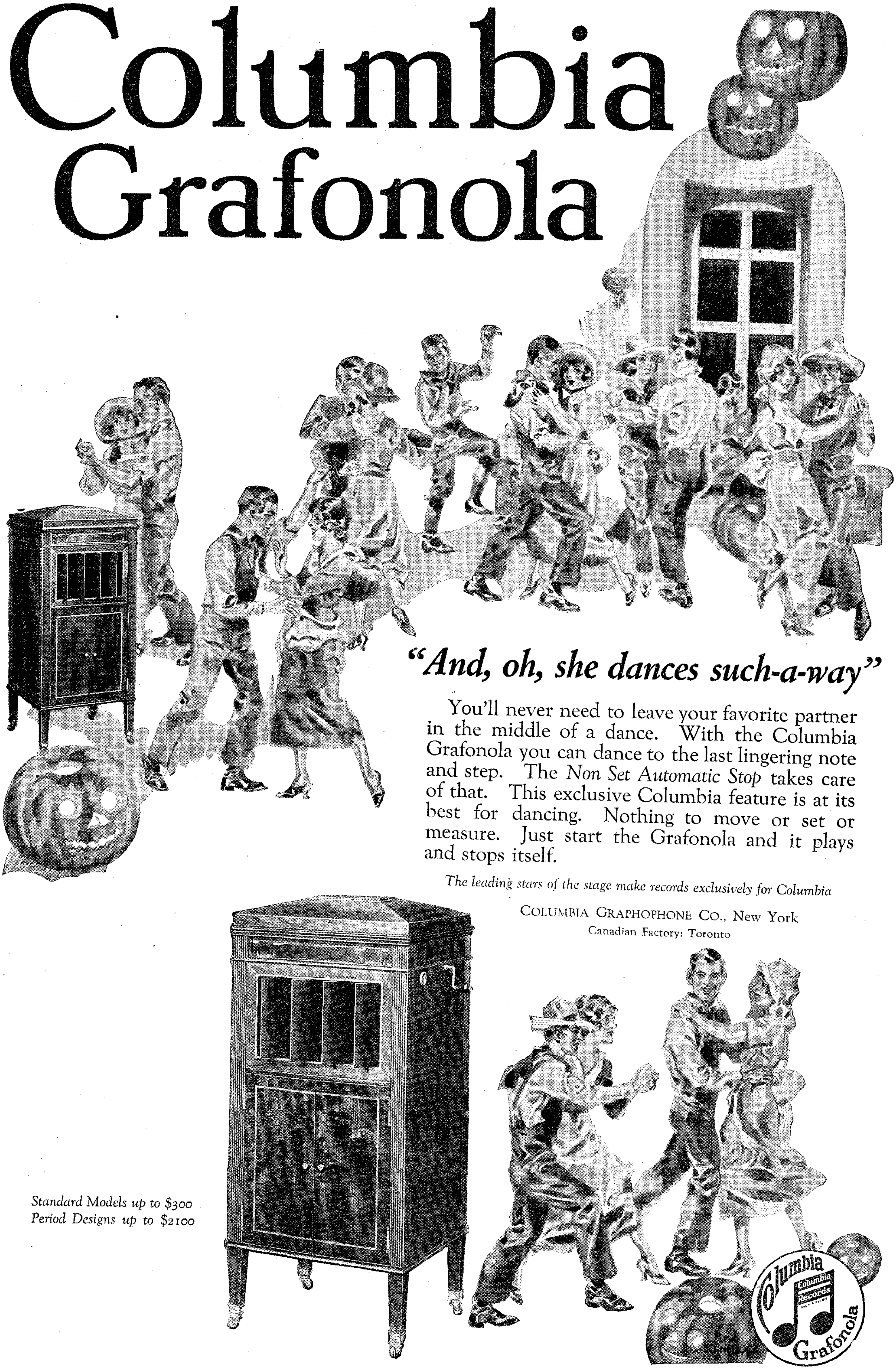
"It shows a marked decrease in the death benefits paid from alcoholism. During the first three months of 1919 there were sixty-two such deaths; for the same period of 1920 there were twelve. For the same period of this year not one claim was presented for death by reason of cirrhosis of the liver, as against seven in the first three months of 1919. All these figures concern only the industrial policy-holders, and they are consistent with the returns reported by the State and municipal health officers, as well as by hospital superintendents throughout the country. The disturbing fact is that during the first four months of 1920 the company paid death benefits in the industrial section in forty cases of poisoning through the drinking of wood-alcohol, and notes that 'under present conditions, wood-alcohol is a significant cause of death.' If this be so, the sale of wood-alcohol calls for the most stringent regulation by the authorities."

There was much speculation as to where the $2,000,000,000 spent annually for drink, and the $1,300,000,000, said by authorities to be the cost of crimes and disorders ensuing from drink, would be diverted. C. P. Russell investigated, and from his report, appearing in *Printers' Ink* (New York), the New York *Christian Advocate* (Methodist), gives us this summary:

"Results show a remarkable increase in the sale of soft drinks. The cigar-manufacturers report a marked increase in the demand for high-priced cigars. Prohibition is credited with the increased demand for sporting-goods, such as firearms, targets, trapshooting outfits, golf-clubs, etc. Country clubs report that their members in larger numbers desire to participate in the outdoor games. Wholesome pleasure is sought for by larger numbers who crowd the ball grounds and other contests. Every sport from fencing to football has felt the impetus of the turn from alcohol to sporting events. Milk and milk drinks have filled the rôle expected of them with the advent of prohibition. The consumption of buttermilk, for instance, is said to have increased twenty per cent. in some cities. The increased consumption of food is attributed to the passing of alcohol. Restaurants are rapidly taking the place of the saloons on street corners. The sale of candy and chewing-gum has increased enormously. This, however, does not account for the whole $3,300,000,000, but it is known that much of it has gone into clothing, better homes, savings-banks, and safe investments. As these fruits of a dry nation are more and more enjoyed by those whom prohibition most directly benefits, the task of the liquor interests to nullify the purpose of the Eighteenth Amendment becomes more difficult."

RELIGION *VS.* LUXURY—Some criticism has been directed at the churches for their great money-making drives of the last year or two, but we are reminded by *The Congregationalist and Advance* that there has been a vast expenditure in other directions. The statistics compiled by Miss Edith Strauss, head of the Women's Activities Division of the Department of Justice in the High Cost of Living Campaign, show, we are told, that the total average expenditure of the people of the United States annually for luxuries is $8,710,000,000. Taking this sum as authentic, the average family spends about $7 a week, or $348 a year, for luxuries. In more detail:

"There is included in the total amount $2,110,000,000 spent by the male population for tobacco. Of this sum $800,000,000 is spent for cigarets and an equal amount for loose tobacco and snuff and $510,000,000 for cigars. Automobiles are put in this list as luxuries with an annual total expenditure of $2,000,000,000. The total amount spent for candy is $1,000,000,000; for chewing-gum, $50,000,000; for soft drinks, $350,000,000; for perfumes and cosmetics, $750,000,000; for furs, $300,000,000; for violet soaps, $400,000,000, and for pianos, organs, and phonographs, $250,000,000. It seems that not all of these articles could strictly be classed as luxuries, but many of them are. Why not spend more of our money for real religion, which is never a luxury, but an absolute necessity?"



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You'll never need to leave your favorite partner in the middle of a dance. With the Columbia Grafonola you can dance to the last lingering note and step. The *Non Set Automatic Stop* takes care of that. This exclusive Columbia feature is at its best for dancing. Nothing to move or set or measure. Just start the Grafonola and it plays and stops itself.

The leading stars of the stage make records exclusively for Columbia

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Standard Models up to $300
Period Designs up to $2100

CURRENT - POETRY

To poetize the points of the compass would seem an unlikely task, yet here it is done quite successfully. These three songs from "Samudran," by "Qu," are taken from an Indian monthly called *East and West* (Calcutta). Whether their author be of the East or of the West is unknown, but we guess of the West:

I

THE FORTUNE-TELLER

By "Qu"

Out of the North,
Tell me, what treasures shall the day bring forth?
The North is cold,
But it shall give thee gold,
Much yellow gold—for what such stuff is worth.

Out of the West,
What can your demons call at my behest?
The West is wise,
And it shall guide thine eyes
To sight—and so shall rob thee of thy rest.

Out of the South
Come there not wine and pleasure, love and youth?
Ay, so;
These taste, and know
That fruit may turn to ashes in the mouth.

What of the East?
There shalt thou find no feast;
The East is poor,
Save only in such mercies as endure—
Hope, patience, peace; take these; they shall not
be the least.

II

THE SKEPTIC

By "Qu"

Because the rose
In perfect sinlessness and sweetness blows,
Must we suppose
God roses only knows?
Because the dove
Croons amorous from noon till night above,
How does it prove
God made the world for love?
Because the gist
Of life escapes our grasping like the mist,
Need we insist
That any God exist?

III

THE WANDERER

By "Qu"

When the last day shall dawn
Let me be on the road,
Early and well abroad,
Ready to lift the load,
To greet the morning;
God of the Dawn, be kind;
Tho it be in Thy mind,
Give me no warning.
When the last dusk shall fall,
Grant me to close the stage,
To earn the daily wage,
To turn the evening page,
Nor sad nor sickly;
God of the Dusk, be just;
When this that must be must,
Be it done quickly.

This title may strike some as too comprehensive, for the sons of Adam alive to-day are also to be found in the contemplative East, whither Mr. Middleton seems to bid us transfer ourselves. Perhaps the poem found in *The Nation* (New York) would be better, because less didactic, if it ended with the third stanza:

CHILD OF ADAM

By Scudder Middleton

You are sick, O child of Adam,
And there is no peace in your house of flesh
Or joy where your engines reel!
You have put your hope in the rods that rust,
You are watching the world through a turning
wheel,
You search no more for eternal things
Or infinite splendors locked in your name—
Your hands must touch and your eyes must see,
The music of gold and the heart are the same.

You are sick, O child of Adam!
You glut your flesh but your spirit begs.
You have lost your love of the task well done.
The iron worms of an iron age
Are boring into your breast—
Go follow an unconcerning dream
And heal your soul of this deep unrest!
Give up yourself to the passionate call
Of multiple truth, become aware
Of beauty lodged in the simplest thing
And life aspiring everywhere!

Go and fall in love with a star,
Look at the blood through a tube of glass,
Watch the wedding of earth and seed,
Study the rocks and the green sea-grass,
Send your mind through time to follow
Tangent lines and fugitive numbers,
Build a race from a bit of bone
Found where the asp of Asia slumbers,
Know the motive back of the deed,
Solve the riddle of thought and brain,
Make a world for the sake of man,
Be at ease with the days again!

You are sick, indeed, O child of Adam!
There is only greed where you stand and work,
And hate where your banners go:
The cogs and the gears of your great machines
Are killing the things by which you grow.
Let the wheels run down and the towers crack,
Let the cannon rust and the fires die—
You must learn to wonder again at life
And see again with your inward eye!

Somebody unnamed gives *Punch* (London) the following, which seems like a modern incarnation of the spirit of Crashaw:

FLOWERS' NAMES

Marigolds

As Mary was a-walking
All on a summer day,
The flowers all stood curtseying
And bowing in her way;
The blushing poppies hung their heads
And whispered Mary's name,
And all the wood anemones
Hung down their heads in shame.

The violet hid behind her leaves
And veiled her timid face,
And all the flowers bowed a-down,
For holy was the place.
Only a little common flower
Looked boldly up and smiled
To see the happy mother come
A-carrying her Child.

The little Child He laughed aloud
To see the smiling flower,
And as He laughed the Marigold
Turned gold in that same hour.
For she was gay and innocent—
He loved to see her so—
And from the splendor of His face
She caught a golden glow.

The London *Sphere* prints a new poem by H. D., known as among "the Imagists," This shows that poets are not always hampered by their creeds:

LETHE

By H. D.

Nor skin nor hide nor fleece
Shall cover you,
Nor curtain of crimson nor fine
Shelter of cedar-wood be over you,
Nor the fir-tree
Nor the pine.

Nor sight of whin nor gorse
Nor river-yew,
Nor fragrance of flowering bush,
Nor wailing of reed-bird to waken you,
Nor of linnet
Nor of thrush.

Nor word nor touch nor sight
Of lover, you
Shall long through the night but for this:
The roll of the full tide to cover you
Without question,
Without kiss.

There is a cheering optimism in Mr. Bangs's poem in *Munsey's*—something which, if recalling faintly the more determined heroism of W. E. Henley, gets its sanction from a less unillusioned vision of facts as they are:

THE JOY OF BEING

By John Kendrick Bangs

Whither my road is leading me
Perhaps I do not know;
But, oh, the path is fair to see,
And sweet the winds that blow!
In sun or storm, by day or night,
If skies are lowering or bright,
The highroad holds so much delight
I run with heart aglow.

The lanes may thorny be, and lead
To steeps heart-breaking high;
The forests wild with bush and weed
My strength may mortify;
Yet, with resolve to do and dare,
I hold within my soul small care
For hazards spread o'er pathways where
The goals worth winning lie.

It is enough to live and plan,
To joy in earth and sea;
To do what things a mortal can
With spirit blithe and free;
To prove one's strength of soul, and will
To meet and overcome the ill,
And in the end to gain the thrill
Of manful mastery!

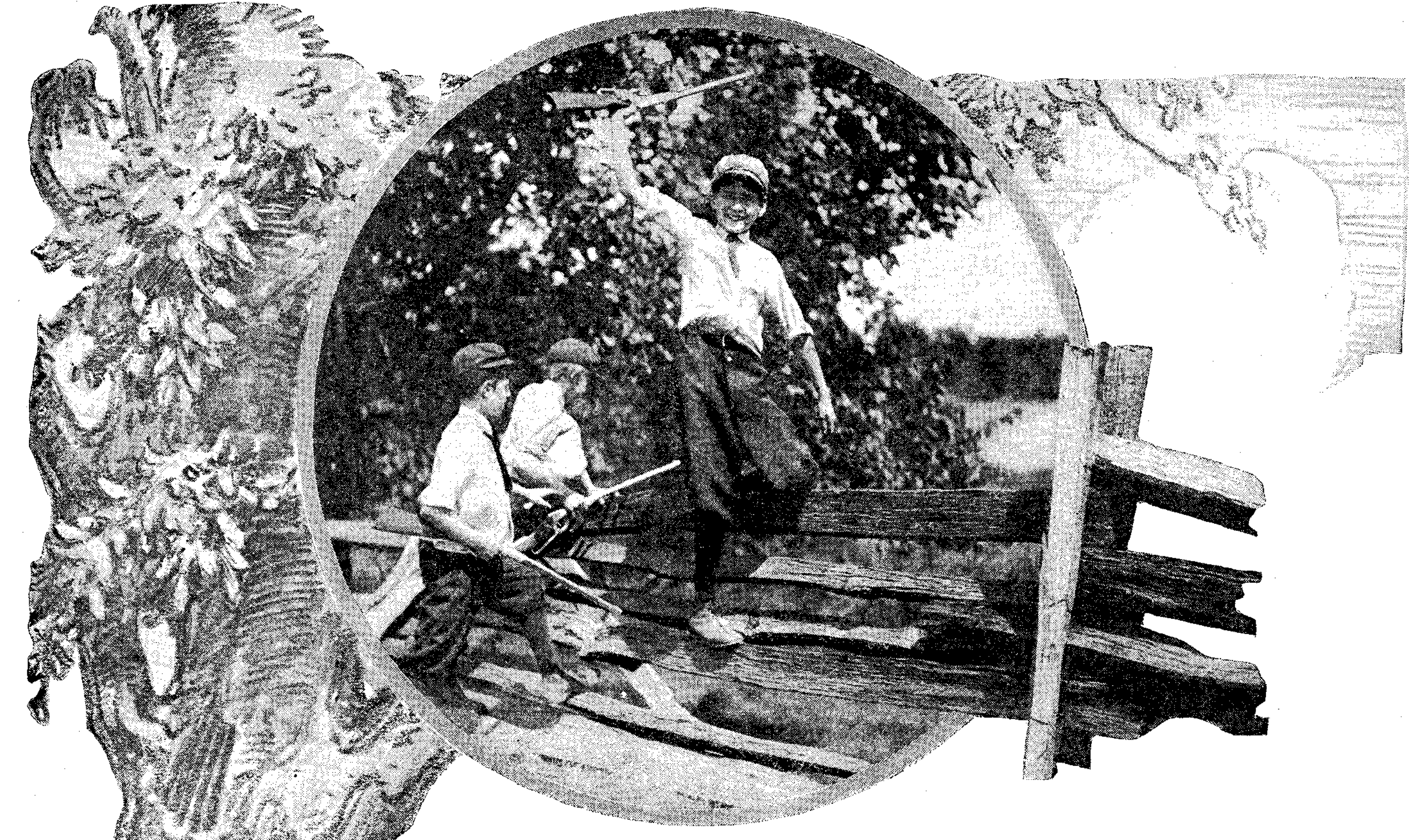
The pure passion of the Irish poet gives to his lines in the London *Times* something more important than just a bit of contemporary propaganda. *The Times* may have felt so in alloting it a place:

BRIXTON PRISON

By A. E.

(August 31, 1920)

See, tho the oil be low, more purely still and higher
The flame burns in the body's lamp! The
watchers still
Gaze with unseeing eyes while the Promethean will,
The Uncreated Light, the Everlasting Fire,
Sustains itself against the torturers' desire
Even as the fabled Titan chained upon the hill.
Burn on, shine here, thou immortality, until
We, too, have lit our lamps at the funeral pyre;
Till we, too, can be noble, unshakable, undismayed;
Till we, too, can burn with the holy flame and know
There is that within us can triumph over pain,
And go to death alone, slowly and unafraid.
The candles of God are already burning row on row.
Farewell, Lightbringer, fly to thy heaven again!



The Biggest Day in Your Boy's Life

"I remember," you will hear many a grown man say, "the first day I ever had a gun of my own." It's one of the biggest days that can happen in a boy's life.

The biggest day in your boy's life will be the day you bring him home a Daisy Air Rifle and teach him how to use it.

It will be a big day from the standpoint of real fun and clean, manly sport; a big day, too, from the standpoint of training in responsibility and self-reliance.

The first thing any boy should learn about his rifle is how to handle it carefully and to care for it properly, and how to shoot it so that he does not endanger the person or property of others. The next thing to learn is to shoot straight and true, which means self-control—control of hand, eye and nerve.

For over 30 years, the Daisy Air Rifle has been the favorite rifle of the American Boy. Millions of boys, now grown up, first learned to shoot straight with a Daisy Air Rifle. The latest Daisy models look like real high-powered hunting rifles, and they shoot just as straight, within their range. Economical, too; more than 500 shots for ten cents, enough for a week's sport.

The Military Daisy, 50-shot repeater, with adjustable sliding strap and removable rubber-tipped bayonet, $5.00.

The Daisy Pump Gun, 50-shot repeater, same pump action as in the highest type of modern hunting rifles, $5.00.

Other models, $1.00 to $4.00. Your dealer will show you the Daisy Line.

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PROBLEMS · OF · DEMOCRACY

Prepared for THE LITERARY DIGEST *and especially designed for School use*

VAST POWER OF THE AMERICAN PRESIDENT

A MAN suffering from mental breakdown was still President of the French Republic hardly more than a fortnight ago. He has resigned. His successor reigns in his stead. But there were no political conventions to name candidates for the Presidency. There was no campaign. There was no voting by the French people. Members of Parliament went to Versailles, and there, in the ancient château, chose a President of the Republic.

In the light of our own impending Presidential election, this event in French politics takes on an added interest and indicates, by contrast, the difference between French and American democracy.

Seen from afar, the French method might appear to be a very practical suggestion to us. It saves time, money, excitement, and bother. But observe. In France, the President is not in our sense of the word a President; he is a sort of elected king, reigning for seven years, while the powers and duties involved in actually ruling belong mainly to the Premier. An ornamental figure and little else, the French President lives showily in a palace, entertains visiting sovereigns, lends the dignity of his presence to state occasions, and, quite as did the old French monarchs, personifies France. Great is his pomp.

The founders of American democracy had seen enough of kings, and took pains to strip the Presidency of whatever might too closely resemble monarchic grandeur. Our President, as Bryce reminds us in "The American Commonwealth" (Macmillan), is "simply the first citizen of a free nation, depending for his dignity on no title, no official dress, no insignia of state. It was originally proposed, doubtless in recollection of the English Commonwealth of the seventeenth century, to give him the style of 'Highness,' and 'Protector of the Liberties of the United States.' Others suggested 'Excellency'; and Washington is said to have had leanings to the Dutch style of 'High Mightiness.' The head of the ruling President does not appear on coins, nor even on postage-stamps. His residence at Washington, formerly called officially 'the Executive Mansion,' but now 'the White House,' a handsome building with two low wings and a portico supported by Corinthian pillars, said to have been modeled upon the Duke of Leinster's house at Carton, in Kildare, stands in a shrubbery, and has the air of a large suburban villa rather than of a palace. The President's salary, which is only $75,000 (£15,000) a year, does not permit display, nor indeed is display expected from him. He has no military guard, no chamberlains or grooms-in-waiting; his every-day life is simple; his wife enjoys precedence over all other ladies, but is visited and received just like other ladies; he is surrounded by no such pomp and enforces no such etiquette as that which belongs to the governors even of second-class English colonies, not to speak of the viceroys of India and Ireland."

But if we deny our President the magnificence of royalty, we give him more power than any European king to-day enjoys. For we have no Premier. Instead, we bestow a Premier's prerogatives upon our President and greatly expand those powers. In his scholarly treatise, "American Government and Politics" (Macmillan), Prof. Charles A. Beard, of Columbia University, devotes twenty-eight closely printed pages to an account of "The Powers of the President." However, one may condense the twenty-eight pages into a fairly short, and certainly a comprehensive, essay, which will show how immensely serious is the business of choosing a President of the United States. Choosing a Premier is nothing to it. The instant a Premier finds himself out of harmony with the people's representatives, he resigns. Only impeachment can remove a President, and no President has as yet been successfully impeached. Four years he lasts, if he lives that long, and, as you will see by studying Professor Beard's account, the wrong man in the White House may be a dangerous official, capable of endless mischief. It is an old saying that "the King can do no wrong." It is a true one, as a king can do hardly anything. But, to quote Professor Beard—

"The President is the head of the national administration. It is his duty to see that the Constitution, laws, and treaties of the United States, and judicial decisions rendered by the Federal courts are duly enforced everywhere throughout the United States.

"The President may nominate a large number of Federal officers.

"The President is Commander-in-Chief of the Army and Navy and of the State Militia when called into the service of the United States.

"The President appoints all military and naval officers by and with the advice and consent of the Senate—except militia officers, who are appointed by the respective States.

"The President is not limited in the conduct of war to the direction of the armed forces; he may do whatever a commander-in-chief is warranted in doing under the laws of war to weaken and overcome the enemy. President Lincoln, during the Civil War, suspended the writ of habeas corpus in States that were not within the theater of the armed conflict; abolished slavery in many of the States; arrested and imprisoned arbitrarily those charged with giving aid and comfort to the Confederacy; established a blockade of Southern ports; and, in short, brought the whole weight of the North, material and moral, to bear in the contest. Greater military power than was exercised by President Lincoln in the conduct of that war it would be difficult to imagine.

"Under his war-power, the President may govern conquered territory, appoint officers there, make laws and ordinances, lay and collect taxes of all kinds, and, in short, exercise practically every sovereign right, until Congress has acted.

"The President may use armed forces in carrying into execution the Federal law against resistance that can not be overcome by ordinary civil process. It was under this authority that President Cleveland used Federal troops during the Chicago strike.

"The President is the official spokesman of the nation in the conduct of all foreign affairs, and he is primarily responsible for our foreign policy and its results.

"The President appoints ambassadors, other public ministers, and consuls, subject to the confirmation of the Senate; he makes treaties with the consent of two-thirds of the Senators present; and he receives ambassadors and public ministers from foreign countries. As Commander-in-Chief of the Army he might move troops to such a position on the borders of a neighboring state as to bring about an armed conflict. A notable instance of such an action occurred in the case of the opening of the Mexican War, when President Polk ordered our troops into the disputed territory, and, on their being attacked by the Mexicans, declared that war existed by act of Mexico. Again, in his message to Congress the President may outline a foreign policy so hostile to another nation as to precipitate diplomatic difficulties, if not more serious results. This occurred in the case of the Venezuelan controversy, when President Cleveland recommended to Congress demands which Great Britain could hardly regard as anything but unfriendly.

"The President enjoys the power to grant reprieves and pardons (except in cases of impeachment) for offenses against the United States. No limits are imposed on his exercise of this power.

"The message is the one great public document of the United States which is widely read and discust. Congressional debates receive scant notice, but the President's message is printed almost *in extenso* in nearly every metropolitan daily,

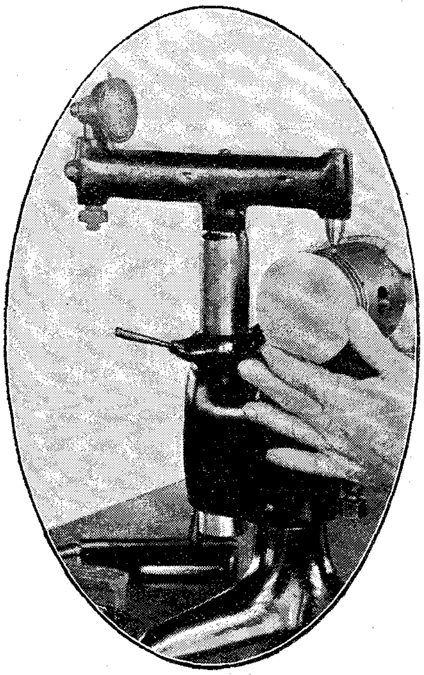
(Continued on page 100)

How Lincoln Cars are Leland-built

Since the making of motor cars began and passing time saw the advents of new creations, it is doubtful whether there has ever been an achievement of which so much has been expected as of the Leland-built Lincoln car.

Quite naturally should this be true, because—as has been so aptly said—this car has practically the entire automotive industry as its legitimate ancestry; and because—as also has been aptly said—if the achievements of a Leland organization are to be surpassed, it is only logical to look to a Leland organization to surpass them; again, because the Lincoln car is produced by men now equipped to turn vast experience to best account, by men devoting their every effort and their every talent to making a car such as has never been made before; in fact, to making a car such as motordom perhaps has never expected to enjoy.

To accomplish this, we have what is deemed advanced design, re-enforced by unusual precision in the making of the parts.



By the Amplifyer, which registers the one ten-thousandth of an inch, every piston is tested for diameter and concentricity to one-thousandth accuracy.

This is only logical to expect of men who, the world over, are recognized as pioneers of advanced ideas, and as foremost exponents of precision methods.

As a symbol of fineness, "hairsbreadth" is the term most frequently applied, yet "hairsbreadth" in a Leland-built Lincoln car symbolizes merely one of the coarser measurements.

Take a hair from your head (the average is about 2½ thousandths of an inch in thickness) and if you could split that hair into ten strands of uniform dimensions, just one of those strands would give a fair conception of the closeness to a mean standard prescribed in more than 300 operations.

In the Leland-built Lincoln car, there are more than 5,000 operations in which the deviation from a mean standard is not permitted to exceed the one one-thousandth of an inch; more than 1,200 in which it is not permitted to exceed a half of one-thousandth, and more than 300 in which it is not permitted to exceed a quarter of one-thousandth.

The illustrations herewith represent mere examples of the literally thousands upon thousands of devices, tools and gauges employed to insure these Leland standards of precision.

If the entire contents of this publication were devoted to a description of the seeming limitless number of fine and close mechanical operations, the story even then would not half be told. If you were personally to inspect and have them all explained, it would require months to do so.

But precision, for mere precision's sake alone, means little. It is only when that precision lends itself to some practical benefit that it becomes a virtue.

To cite an extreme example; it would be absurd to prescribe that a running-board, or a fender, be held within a hundredth of an inch limit; yet a limit so liberal in thousands of essentially accurate parts would be fatal.

Precision, mis-applied, is unwarranted and wasteful, and lends itself to no advantage.

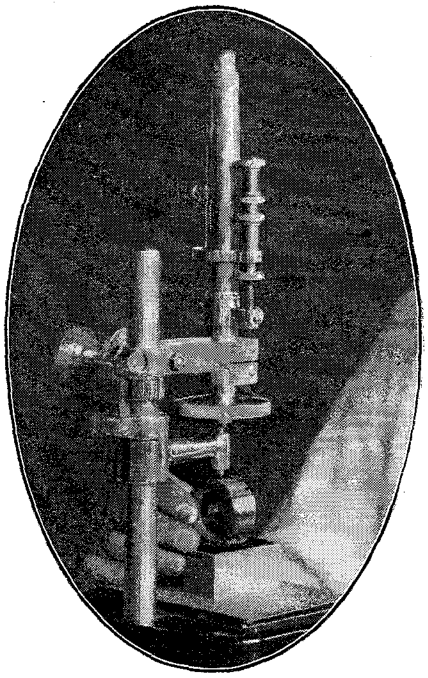
Precision, un-applied, means harshness, vibration, rapid wear, disintegration and expensive maintenance.

Precision, skilfully and scientifically applied, comes only from knowing where and knowing how to apply it.

Then, and then only, can it express itself in greater smoothness, in greater power, in greater comfort, in longer life, and in minimum maintenance.

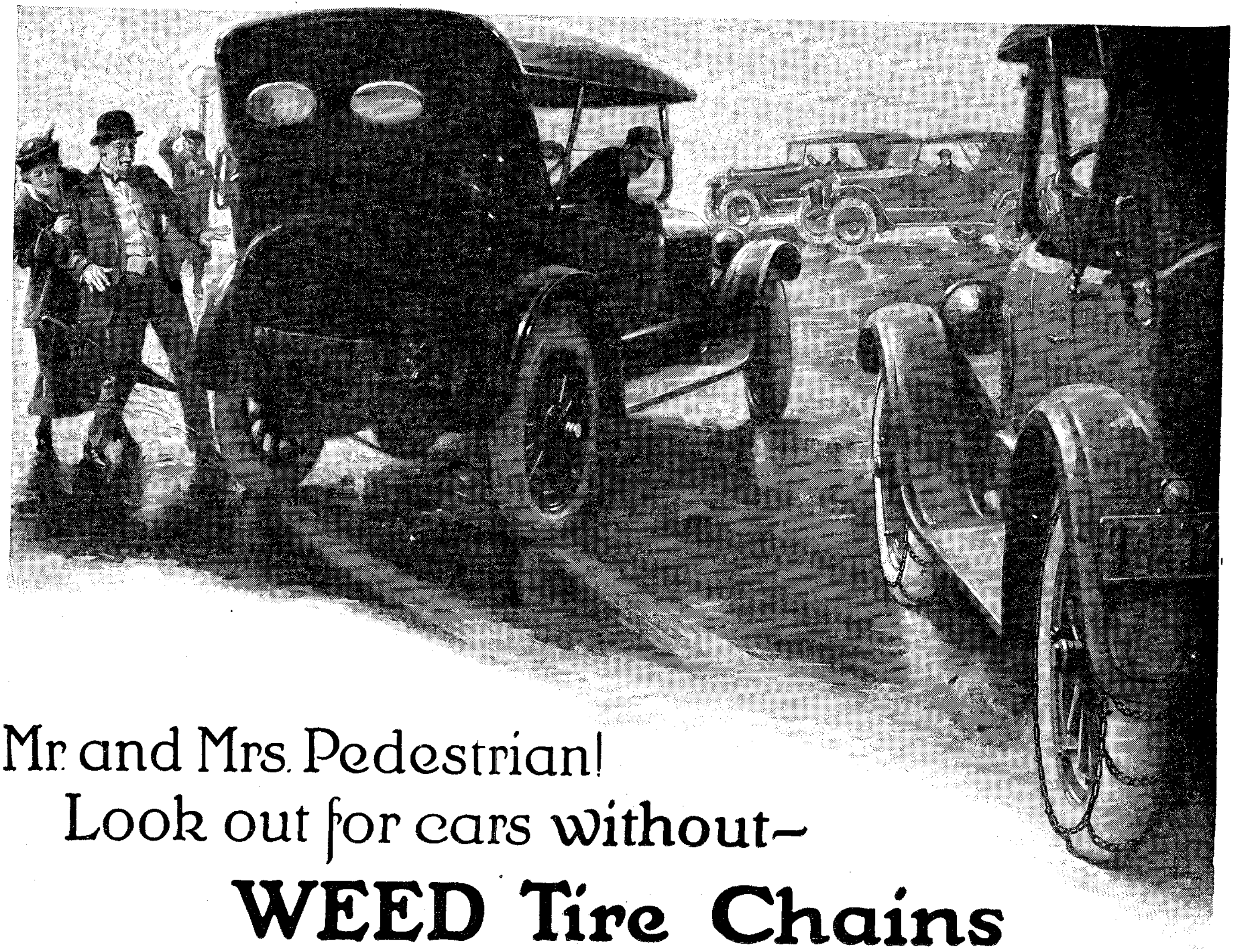
Then, and then only, can it make for the supreme delights and for the consummate satisfaction in motor car possession.

This, briefly, is how Lincoln cars are Leland-built.



By the Comparator, which registers to the one twenty-thousandth of an inch, this plug thread gauge is held to three ten-thousandths accuracy in pitch diameter.

LINCOLN MOTOR CAR COMPANY DETROIT, MICHIGAN



Mr. and Mrs. Pedestrian! Look out for cars without—
WEED Tire Chains

BE VERY CAREFUL whenever you cross a slippery street in front of oncoming motor cars.

Pedestrians take it for granted that all drivers have their motor cars under perfect control and can make quick stops whenever necessary and under all circumstances.

The speed of a vehicle moving toward you is very deceiving. If the driver happens to be one of those careless fellows who so often take chances without Weed Tire Chains, you are likely to be run down. Such a type of driver is powerless to stop in an emergency. He can apply the brakes—yes—but the car will continue its forward momentum or skid over into the curb—one never knows just where it's going to land.

When you consider that motor car accidents occur *even on dry streets*, you must appreciate how extreme the danger of crossing before cars operating on wet and slippery streets without Weed Tire Chains.

Suppose you slipped on the greasy pavement or stumbled in front of one of those chainless cars. In such event the chances are a hundred to one that *the most skillful driver* would not be able to save you.

When ALL motor vehicle drivers "Put on Weed Tire Chains whenever it rains" and use discretion in the manipulation of clutch, brakes and steering wheel to assist in meeting the uncertain surface conditions, then accidents under such conditions will practically cease to happen.

NAME "WEED" ON EVERY HOOK

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BRIDGEPORT A.C.C. CONNECTICUT

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THE NAME WEED ON EVERY HOOK

WORLD-WIDE-TRADE-FACTS

THE PAPER INDUSTRY

(From *The Fourth Estate*)

BIG INCREASE IN PAPER EXPORTS

CANADIAN PULP AND PAPER REPORT FOR APRIL SHOWS NEWS PRINT THE PRINCIPAL ITEM OF EXPORT

The Canadian Pulp and Paper Association of Montreal reports that pulp and paper exports from Canada for April, the first month of Canada's fiscal year, reached a total value of $8,172,356, as compared with $4,968,939 for April, 1919, an increase of $3,203,417.

The greatest gain was in unbleached sulfite, of which 397,359 hundredweight, valued at $1,587,236, was exported in April this year as compared with 87,786 hundredweight, valued at $352,485, last year.

Of bleached sulfite, 131,161 hundredweight, valued at $728,669, was exported this year, compared with 80,259 hundredweight, valued at $363,732, last. Exports of sulfate (kraft) pulp for the month amounted to 163,533 hundredweight, valued at $620,728 this year, compared with 131,375 hundredweight, valued at $404,773, last.

Exports of mechanical ground pulp for the month were 198,664 hundredweight, valued at $506,369, this year, and 161,449 hundredweight, valued at $217,711, last.

News print formed the principal item of the paper exports for the month. There was, however, a falling off in quantity altho an increase in value, there being 899,342 hundredweight, valued at $3,827,541, exported this year, compared with 920,592 hundredweight, valued at $3,160,318, last.

Exports of pulp wood for the month amounted to 40,433 cords, valued at $420,741, a decrease from 68,680 cords, valued at $629,189, a year ago.

The distribution of the month's exports was as follows:

United Kingdom: total paper, $344,517; total pulp, $514,568; total, $859,085.

United States: Total paper, $3,730,682; total pulp, $2,506,825; pulp wood, $420,741; total, $6,658,248.

Other countries: Total paper, $654,155; total pulp, $421,509; total, $1,075,664.

NEWS-PRINT SERVICE BUREAU STATISTICS FOR JULY

Forty-three reporting companies produced 178,968 tons and shipped 186,207 tons during July. Shipments exceeded production by 7,239 tons, or nearly four per cent. Production figures include 2,603 tons of hanging, of which 941 tons were made in Canada.

The average daily production of news-print paper by the mills reporting for July amounted to 99.7 per cent. of the average daily output during the three months of greatest production in 1919. The slight falling off over last month is due principally to loss of time at a number of the mills on account of repairs.

Production by the United States mills reporting during the first seven months of 1920 was 43,867 tons, or six per cent. greater than during the same months of 1919. Production by the Canadian mills during this period was 62,290 tons, or nearly fourteen per cent. greater than during the same seven months in 1919. This made the total production by the forty-three reporting companies 106,157 tons, or nine per cent. more for the first seven months of 1920 than during the same period in 1919.

Stocks during July decreased 1,478 tons at United States mill points and 5,870 tons at Canadian points. The decrease at Canadian points was due chiefly to increased water shipments from the British Columbia mills. Total stocks at all reporting mills amounted to 7,348 tons less on July 31 than on June 30. The total 27,176 tons on hand July 31 amounted to about four days' production.

PUBLISHERS' TONNAGE

	Number of Concerns	*Received During Month (Net Tons)*	*On Hand End of Month (Net Tons)*	*InTransit End of Month (Net Tons)*
New England	86	15,063	20,134	2,888
Eastern States	190	56,532	38,479	17,097
Northern States	137	36,305	35,268	16,394
Southern States	81	10,827	11,250	5,106
Middle West	157	26,557	29,328	10,363
Pacific coast	32	11,329	6,898	593
Farm papers*	28	2,124	8,751	306
Total United States	711	158,737	150,108	52,747

* This number represents a much larger number of publications.

IMPORTS OF PULP WOOD AND WOOD-PULP

The Bureau of Foreign and Domestic Commerce, Department of Commerce, gives the following report for United States imports of pulp wood and wood-pulp during June, 1920:

Pulp Wood	*(Rough)*	*Wood-Pulp (Mechanically Ground)*	
From	*Cords*	*From*	*Tons*
Canada	27,287	Canada	17,138
To		*To*	
Maine and New Hampshire	3,059	Maine and New Hampshire	388
Vermont	6,308	Vermont	2,479
St. Lawrence	10,268	Connecticut	750
Buffalo	119	St. Lawrence	5,101
Washington	175	Buffalo	1,587
Duluth and Superior	1,130	New York	3,734
Michigan	4,351	Duluth and Superior	129
Ohio	1,877	Michigan	2,970
Total	27,287	Total	17,138

NEWS-PRINT SERVICE BUREAU STATISTICS

UNITED STATES MILLS

	Production During Month (Tons)	*Shipments During Month (Tons)*	*Total Stocks on Hand at all Points (Tons)*
1920—January	108,448	107,139	12,904
February	94,867	86,466	21,460
March	105,854	104,388	23,125
April	103,321	108,968	17,436
May	106,258	104,546	17,904
June	106,044	104,765	19,154
July	103,655	105,136	17,676
Seven Months	728,447	721,408	......
1919—Seven Months	684,580	681,913	22,960

CANADIAN MILLS

	Production During Month (Tons)	*Shipments During Month (Tons)*	*Total Stocks on Hand at all Points (Tons)*
1920—January	72,909	71,652	9,664
February	65,587	64,671	10,119
March	77,484	76,672	10,861
April	75,758	75,062	11,484
May	76,196	73,041	14,471
June	75,578	74,423	15,370
July	75,313	81,071	9,500
Seven Months	518,825	516,592	......
1919—Seven Months	456,535	458,822	12,369

NEWS-PRINT PAPER EXPORTS

During June, 1920, from the port of New York:

To	*Pounds*	*To*	*Pounds*
France	10,300	Danish West Indies	2,000
Greece	2,500	Santo Domingo	23,872
Spain	2,677	Argentina	942,254
England	75,589	Brazil	15,109
Costa Rica	12,300	Chile	28,429
Guatemala	2,599	Colombia	61,951
Honduras	10,889	Ecuador	53,705
Panama	30,000	British Guiana	7,400
Salvador	15,498	Uruguay	2,225
Mexico	6,385	Venezuela	10,643
Jamaica	48,078	British Indies	519
Trinidad	2,000	Australia	152,642
Other Brit. West Indies.	7,244	New Zealand	59,786
Cuba	147,367	British South Africa	75,782
			1,809,753

PRODUCTION OF NEWS PRINT

	Production (Net Tons)	*Shipments (Net Tons)*	*Stocks on Hand End of Month (Net Tons)*
Total Print:			
First half, 1920	759,624	751,003	23,990
First half, 1919	671,141	664,434	26,115
July, 1920	129,853	131,821	22,022
July, 1919	113,929	111,819	28,225
Total (seven months), 1920	889,477	882,824	22,022
Total (seven months), 1919	785,070	776,253	28,225
Standard News:			
First half, 1920	697,290	688,652	20,976
First half, 1919	609,325	604,958	20,023
July, 1920	118,810	120,659	19,127
July, 1919	101,850	98,548	23,325
Total (seven months), 1920	816,100	809,311	19,127
Total (seven months), 1919	711,175	703,506	23,325

IMPORTS AND EXPORTS

	June, 1920 (Net Tons)	*June, 1919 (Net Tons)*
Imports of news print (total)	58,739	52,619
From Canada	58,182	52,619
From Norway	557	....
Exports of news print (total)	5,204	9,552
To Argentina	3,493	2,549
To China	267	238
To Cuba	701	748
To Australia	175	224
To other countries	568	5,993
Imports of ground wood-pulp (total)	19,195	15,572
Imports of chemical wood-pulp (total)	50,125	24,350
Exports of domestic wood-pulp	2,518	4,469

PERSONAL - GLIMPSES

AN AMERICAN AGENT AMONG LETTS, POLES, AND BOLOS

A "BOLO" IS A BOLSHEVIK, and the abbreviation is recommended to all Americans who are behind the times in using the longer word. The Bolo is not to be confused with the erstwhile familiar bolo with which the Filipinos used to cut sugar-cane and Yanks—even tho the Russian article is said to be quite as dangerous. This information is included in an intimate account of recent conditions on the Russian border, sent back in the form of a diary by a much-traveled American relief agent, Lieut. Donald F. Hardy, of Amherst, Mass. He was caught in the big July-August drive, when the Bolos nearly reached Warsaw, and he had a lively time keeping his train-loads of valuable food supplies out of their hands. Before that he had represented Providence, and the American Relief Association, among some thousands of needy children in Libau. His experiences in Libau were quite as pleasant as his later troubles, while being pursued by hordes of hungry Bolos, were unpleasant. He describes in a letter a totally unexpected celebration of his birthday participated in by practically the whole population of Libau, which contradicts very pleasantly the reports that Americans are unpopular in Europe. He writes:

FLOWERS AND A SPEECH FROM A LITTLE LETTISH GIRL.

She put her thanks for American assistance into halting English words. Shortly after this pleasant experience Lieutenant Hardy, shown with his hat under his arm at the reader's right, ran into troubles with the "Bolos" during their drives on Warsaw.

I was awakened in the morning of December 4 by some pounding outside my room in the hotel, and saw some of the children from one of the schools nailing up wreaths outside the door. I received flowers with my breakfast, which was especially prepared, and noticed that the American flag was waving proudly together with the Lettish flag upon the hotel balcony. I did not know there was an American flag in Libau—in fact, I had been trying to find one for the last two months. Soon after breakfast, Frau Dr. Alksins, together with Mr. Sudmall, the mayor's assistant and secretary of the committee, came to congratulate and officially extend the deepest thanks from the city for what we had given the children. They also told me the children were coming to congratulate me also, and soon we heard the city band coming up the main street, followed by columns of children, half a mile long, all waving American flags, which they themselves had made, and carrying bouquets of flowers. I stood with the city committee upon the balcony of the hotel under the American flag as the procession approached, and it certainly would bring tears to the eyes of any one to see how grateful they all were and to receive such an ovation.

I made a short speech in English, which Mr. Sudmall translated into Lettish, telling them how I appreciated their coming to congratulate me and that it was as much pleasure for us to give them help as for them to receive it. Several photographs were taken, and we went down below, where I received presents of bouquets, plants, baskets of flowers from hundreds of children, each presented with a little speech, some in English, also in French, German, Lettish, Russian, Polish, Lithuanian, and all translated to me. When all were presented and speeches of thanks made, the band played the national anthem and I stood in review while the children filed by, waving their flags. The flowers, plants, etc., literally filled my room and I received also presents from all the schools and the city committee, which I prize very much.

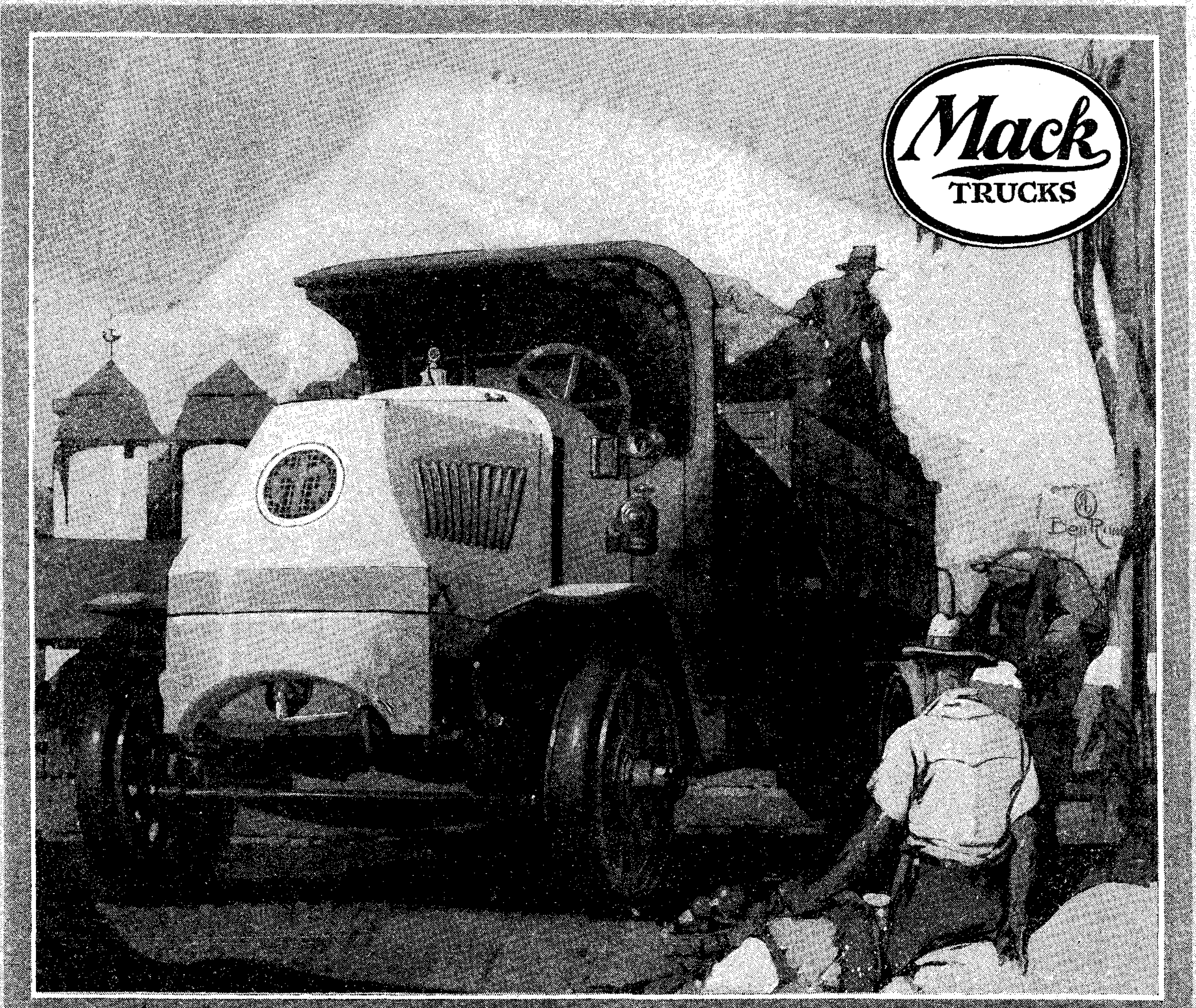
In the afternoon Frau Dr. Alksins, Frau Dr. Brown and others of the city committee and I visited the three kitchens in the city and in each the children were all gathered, as many as possible in one room, and I received another ovation with presents and flowers. They sang, "Long Live America" in Lettish, and having no interpreter, I responded as best I could in German, my first attempt at speechmaking in German. The presents were mostly the handiwork of the children, for which I prize them all the more. The automobile returned home literally bedecked with flowers.

It was a birthday which I shall ever remember with pleasure and gratitude, and I tell you of it because the gratitude is exprest not to me, but through me to the people of America who have been the means of helping these people.

But Lieutenant Hardy's real excitement began when he was ordered to Bialystok, to bring back several train-loads of supplies upon which the Bolos were very anxious to get their hands and which the Poles and Americans were equally loath to lose. The extent of the rout from which the Poles extricated themselves is strikingly shown by excerpts from Lieutenant Hardy's diary. Beginning with his arrival in Bialystok from Warsaw, about eleven o'clock on the evening of Friday, July 16, his account runs:

We felt sort of a tension in the air the moment we arrived, as if the inhabitants, including the non-Jews, were merely waiting for something to happen. Of course no rooms in any hotel were to be had, but by applying to the "Commando Placzo," and stating to a sergeant who and what we were, we obtained a soldier who had the exclusive right of examining any room in any hotel in the city with the idea of finding out if it were really occupied. By this means we found two rooms toward the middle of the night.

Saturday, July 17—A staff officer fresh from the front, apparently well informed, assured me as an official who knew, that Bialystok was in no danger, that a Bolshevik invasion was an impossibility. I believe he actually meant well.



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—From one letter of hundreds we should like you to read.

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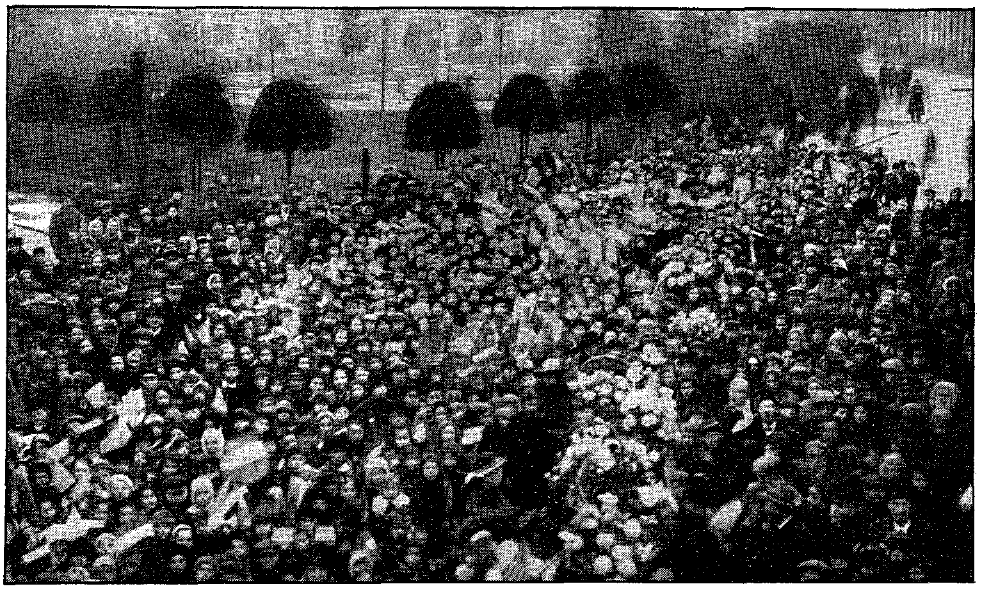
"PERFORMANCE COUNTS"

Sunday, July 18—We had to-day our first taste of false promises; fifteen promised cars did not appear. Not so strange as it might appear in the light of later difficulties, but it gave us the necessary impetus to demand the delivery of six immediately and twenty the next day, which did arrive as a matter of fact. Our next problem was to get the cars loaded in a hurry. Workmen were impossible to hire or to trust, so we had to get some Bolos to do the dirty work. In the office of the C. O. of the city we were recognized after a time as authorized representatives of the A. R. A., and the possibility of getting one hundred Bolshevik prisoners a day for loading our supplies was discust at length by a lieutenant and a private, after which we were informed, "Bonzja." There was, however, considerable further delay when it was discovered the office had no paper on which to write an order. However, I gladly gave the necessary piece of paper and the order was written. At the prison-camp we had to break the news of our desires with a few cans of milk and a half-sack of beans to the officers in charge, which did the trick. A visit to the camp proved very interesting, the Bolos looking very meek and harmless. A delegation of Cossacks came to me requesting that I take their picture and have it published in some American paper stating that they were Cossacks, not Bolsheviki. One American Jew tried to claim my acquaintance and support in getting him back to the States, of which he claimed he was a citizen. They took pride in showing me their two women Bolos who were quartered in a private house and who, it seems, were merely clerks in some office which the Bolsheviki were running.



LETTISH CHILDREN WHO WERE GRATEFUL FOR AMERICAN FAVORS RECEIVED.

They gathered in front of the hotel of Lieut. Donald Hardy, a relief agent in Libau, Latvia, to bring him a message of appreciation for the food and clothing sent from this country.

In the evening, as if in preparation for the coming of the Bolsheviki, there was a band concert in the park, which was thronged with people, which included fireworks and various methods of celebration.

Monday, July 19—From Bialystok to Wolcovisk we passed hundreds of refugees, from wealthy estate people to poor peasants, all carrying whatever personal possessions they could, according to their means of transport. Some would have merely a pack on their back and would be driving their herd of half a dozen cows, geese, and chickens; others seemed to specialize on all the old family furniture and what appeared to be worthless articles. A lot of them had been on the road for two weeks and had come from the vicinity of Kief. They merely camp in the fields at night.

From Wolcovisk for thirty-eight miles to Slonin we got a very good idea of the confusion and disorganization of a Polish retreat. Largely peasants' wagons with every possible form of booty stowed away which the soldiers had salvaged or stolen, riding on every side of the road, no officers apparently in command, most of the soldiers asleep in their wagons. When we were still about fifteen kilometers away, our horn showed signs of giving out, and we gave up temporarily, in trying to get by two lines of artillery while moving at a snail's pace when the rumor was circulated that Slonin had just been taken. Along the road dead horses were plentiful, one Ford was passed which had been run over by a military car and thrown into the ditch and one man killed had been left beside it, the other half dead was picked up by an auto. I had the effect, going into Slonin after everybody had left it as a deserted village, except a steady line of soldiers and farm wagons passing through, as of entering a cemetery. We found the Kierpwnik after some excitement and difficulty and he informed us that Baronowisze had been taken the night before and the Bolsheviki were expected any minute.

As regards our stocks, he had tried his best for five days to get railroad cars to evacuate, with no success, and two hours before we had arrived the warehouse had been mobbed by a crowd of soldiers who had stolen everything. The officer in charge had tried to hold them at bay with a revolver, but to no avail. As we left the city several women went into hysterics on the balcony of a passing house for being left behind and shrieked and yelled at us. Poor, wretched people surrounded the auto and begged to be saved from the Bolsheviki. The excitement also seemed to take hold of the military and the confusion was greater as they maneuvered through the town. The officers cursed at the men and the men cursed at their horses and each other, and all seemed to be cursing us for being there at all.

While passing down the streets of Wolcovisk we saw a Polish soldier shot right under our eyes. He was being led with another soldier under guard, as far as we could learn to be executed, and had said something which the officer in charge did not like and had apparently been ordered shot at once. The squad did not stop a step, merely left him lying in the road half dead, not a very agreeable or reassuring sight for the inhabitants, whose nerves were already on edge on account of the Bolshevik danger.

Tuesday, July 20—The twenty-eight cars were loaded yesterday, but the twenty promised for to-day did not appear.

A very formidable appeal was immediately made out showing what stocks we had and the value, amounting to forty-two billion marks, and requesting ninety cars. The committee admitted all our arguments, and that we should have cars, and cars at once, but took no definite action to give us the cars.

Returning to our warehouses in the freight-station about four o'clock, we found the track in front of our warehouses lined with cars, mostly open, and the Red Cross busily loading them with everything from old beds and mattresses to washing-machines and mosquito-netting. It seems they were evacuating their orphanage, and two days ago it had been definitely decided not to evacuate. However, the interesting side for us was that we had tipped the flagman rather heavily to get these cars for us and the inference was that he thought one American mission the same as another and on the strength of the bribe had helped the Red Cross men to get these cars together. However, they claimed otherwise, and being Americans we couldn't tell them they were liars. So we had to sit by temporarily and watch them load—old cans, boxes, furniture, mattresses, camp-stools, washing-machines, tents, rugs, old iron of all descriptions, everything but the wall-paper, while our valuable sugar lay untouched in the warehouse. We figured out that one old mattress took up the space of two sacks of sugar, the worth of the latter being approximately twenty-four thousand marks and the former possibly one hundred, and at this time the situation was quite threatening and it looked improbable that we could get our stocks out. The station-master came around mildly to protest that cars should be obtained in the regular way and not picked up in the yard by some one unauthorized to do so, but the Red Cross merely brushed him aside, and he begged their pardon for having mentioned it. We managed to get four open cars, however, loaded with beans before the day was over.

The situation was a bit worse toward night; some fighting in the streets during the night, mostly among the Jews and soldiers, the police decided to evacuate the post-office and all the military. All stores closed and every Jew crawled into his little hole in the wall, locked himself in, and waited for developments. The park to-night was quite deserted, no more band concerts or fireworks.

Thursday, July 22—The new and necessary method of

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Illustrated Catalog

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Your factory, of which you are so proud; your product, which you have labored to perfect—these things are your reason for living. But most of America's hundred millions will get their impressions of you and your work from printed pages.

When you invite people to send for your printing, you really invite them to send for the photograph of your life work. The hands of the printer mould the public's consciousness of your business existence.

A printer works with type and presses, engravings, ink, and paper. The first two, type and presses, are standard equipment.

The paper, the engravings, and the ink are usually bought for each job.

Why not assist the efforts of your printer to make your catalog or booklet express your business, by telling him you are willing that he figure on using the proper Warren Standard Printing Paper?

You don't need to specify or urge the use of a Warren Standard Paper. Just tell your printer that you are willing if he is.

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impressing our case appeared in the morning. After sending our evacuation officer his American breakfast, we inadvertently discovered that he was a bit under the weather and his one and only desire was for cognac, all of which we discovered through his orderly, with whom by now we were on excellent terms, so hardly had his desire been exprest before we had a bottle of the finest Polish cognac sent to him. After this events occurred rapidly. His orderly arrived at twelve o'clock to bring us immediately to the headquarters, for the lieutenant had got us twenty cars, definite, material, loadable cars; hardly seemed possible. And, furthermore, the above-mentioned gentleman was relieved and a colonel from the general staff in Warsaw had arrived to take over the evacuation control. However, our cognac had done its work, for our lieutenant had assured the colonel that we should have all priority to any cars available, had enlarged at length on the value of our stores as well as the amount, and had revealed to him a plot by the trainmen and yardmen in our freight-station to do everything possible to prevent our getting cars and loading our stocks. They were about half Bolshevik and were using every effort to have it left behind so that they might plunder and sell it after the Bolsheviki came in. This organized scheme we found later to be in all probability true. After the colonel had been thus advised and we had consulted with him he put us immediately on the priority list for ninety cars, thirty to be delivered at once and the rest the next day. This order, a mere slip of paper, we had signed by most of the station-hands in authority and proceeded to the tower-house, from where orders came actually to move the cars. They seemed to acknowledge the authenticity of the order, and about five-thirty the cars began to appear, after we had been steadily at it since twelve o'clock. Of course, the Bolshevik prisoners had been waiting two days to load and had been allowed to go home, so we had to go through the formality of getting them all over again.

Friday, July 23—Enough cars were left over from the day before to continue loading during the morning, but in the afternoon the cars did not arrive and we had to go through several more scenes with the station-master, threatening him with all sorts of impossible punishments unless we had cars at once, before we actually got twenty more cars in the afternoon. The main difficulty seemed to be that only one donkey-engine was available and the engineer had suddenly been taken sick and the engine was necessary to take him home to the other end of the town. Caught one Polish captain who had his two orderlies pushing away one of our cars for his private use during the afternoon. We balled him out and told him he'd be court-martialed if he stole cars assigned to the American mission. It seemed to have the proper effect and he pushed it back. In the middle of the night however, he managed to get away with it, as well as two more.

Saturday, July 24—It is now merely a wild scramble to get everything out as soon as possible, and all sorts of rumors are about that the Bolos are only seven to ten kilometers away. To-morrow will be our last day, both as far as loading is concerned and also as far as the Bolsheviki are concerned.

Sunday, July 25—The last car was loaded at twelve o'clock and the train made up to leave about three-thirty, our last convoy of sixteen cars. The military situation is much worse to-day; the Bolos are reported only twenty kilometers out on the Grodno road and only about ten on the Wolcovisk road. The stations are all being cleared as soon as possible and our cars will probably go on the last train. The military are trying frantically to evacuate the flour which we turned over to them yesterday. It was a fortunate move, for I don't believe we would have been able to evacuate it, *i.e.*, if the Bolos are really just outside the town, as everybody seems to believe. After supper we went for a little ride toward the front in order to see just where said front was. We went as far as Walsilof, which the Bolos were reported as having taken by the way, and could only get indefinite information that the Bolsheviki were some ten kilometers to the north and east and that an attack was expected at any moment during the night, that the situation was very bad, that if they didn't actually take Bialystok, they would circle to the north and then south and cut the roads to Lomza and the two roads to Warsaw. This particular officer exercised a rather fertile imagination in regard to the latter possibility, altho we took it somewhat into consideration in determining our time of flight. Therefore, after due consideration of the pros and cons of remaining in Bialystok overnight, we finally decided to pull out about ten o'clock. We moved out alongside of the Red Cross convoy, but left them behind after a short time and fought our own battle with the crowded roads of refugees, retreating supply-trains, and troops. After two blow-outs, in each of which we lost the rim-retaining ring in some plowed field, we arrived in Warsaw about four o'clock in the morning. So endeth the evacuation of Bialystok.

A NEBRASKA WHEAT TOWN WHEN THE GRAIN BEGINS TO MOVE

THE SHORTAGE OF RAILWAY-CARS has been one of the tragedies of the great wheat-growing sections of the West, both following the harvest of a year ago and the harvest just past. The coming of the "empties" means life and prosperity to the little shipping centers no less than to the nation at large. Big Springs, Neb., is one of the centers from which a trickle of grain recently started to join the great river now flowing from west to east. This colorful description appeared in the Big Springs *Progress:*

One who has never been in the wheat belt of western Nebraska and northeastern Colorado can even imagine the activity a community assumes when word is passed along to the wheat-growers that cars have been set out at their shipping-point.

Many have witnessed the activity of Western river towns when the salmon are running, or have stood in awe of the hurry and bustle of Wisconsin logging-camps when the spring floods lift the first of the winter-cut timber from the bunkers where it has laid for many months waiting the spring thaw. Sugar-beet country folk are aware of the increased activity of their communities during the "sugar compaigns" when hordes of men and women make their way to the factories daily and sweating teams with big racks of sugar-beets congest the roads at every beet-dump. Many, perhaps, are familiar with the "rush" when precious metal has been discovered by some solitary prospector in a new and distant spot on the desert or in the mountains, but only a resident of the wheat belt can appreciate the rush to market wheat that characterizes every community in this part of the State when cars are available to carry the grain to market.

The cars are sent in during the night. Early the next morning the word that "cars are here" is passed quickly to the wheat farms, and by the time the sun is an hour high the roads leading to the towns are a haze of dust caused by the passing of many trucks loaded with the golden grain. The trucks gather on the runways of the local elevators, or in rows before the cars of individual shippers, pass quickly over the scales and automatic dumps, and their places are taken by still other trucks, while the empty vehicles speed away for another load of wheat that has been stored in farm granaries for weeks awaiting this opportunity to be shipped.

Word of the cars' arrival is spread to farms farther from town by farmers who have come in for their weekly shopping visit, and the trucks become more numerous during the afternoon.

The put-put of the exhaust from many trucks mingles to a never-ceasing hum that is for all the world like the drone heard in a busy hive of bees, each of the honey-gatherers purring and humming in seeming content at the chance for some activity after a long idleness.

Toward evening the rush to deliver wheat to the elevators slackens, or the elevators become full and can handle no more grain, and truck-drivers and farmers park their cars and trucks in the village street while they flock to the local stores with orders for this or that that they may need during the coming days of activity.

Shopping done, they gather in animated groups about the general store, the depot, or the post-office to discuss the new-born hope that some kind fate will compel the railroads to let them market the full harvest of wheat this fall.

A lessening of the tension that has been noticeable during the weeks of waiting for cars and an opportunity to cash in on their year's labor are felt by all. Faces that have been dour or grim in the weeks of waiting, carry a broad smile and the usual familiarities are passed heartily and received cheerily for the first time since the car shortage in every wheat-raising community threatened financial ruin to many of the larger growers.

The regular flow of wheat from raiser to consumer has started after weeks of anxiety, and an anxious community is heartened throughout its whole being by such a simple thing as the arrival of cars. Once seen, it is a picture one never forgets, and one realizes more surely and more certainly the justice of the farmers going to almost any length to secure ample remuneration for their year of toil and worry. It is a composite picture of any agricultural community where the prompt marketing of a seasonal crop, which may be speeded up or held up by the railroads of the country, means the difference between ruin and success.

The annual flow of this golden river of grain seems to have started at last in the Big Springs community and, with a continuation of plenty of cars, this and adjacent communities will enjoy a wonderful prosperity this fall and winter.

FISK
Trade Mark Reg U S Pat Off
Time to Re-tire?
(Buy Fisk)

WHY not prove to your own satisfaction the extra service Fisk Cords will give you? Maximum in oversize, resilient and lively, answering quickly to power; with a remarkably tough tread—the Fisk Non-Skid tread—Fisk Cords can be depended upon for several thousands of extra miles with the least need of attention throughout their longer-than-usual life.

And the Fisk ideal in itself shows that our aim is your satisfaction—"to be the best concern in the world to work for, and the squarest concern in existence to do business with."

Next time—BUY FISK from your dealer

WOMAN'S BRAINS ARE TO MAN'S AS FIFTY IS TO FIFTY

"SMARTNESS" in the ratio of six to the one and half a dozen to the other seems to be the formula Nature employed when she equipped men and women with intelligence, if numerous tests of earnest and painstaking psychologists in recent years are to be relied upon. This assertion may go against the grain of many men still laboring under the ancient delusion that by virtue of their sex their mental power is superior to that of women. It is not so long since wise and learned men declared solemnly, in effect, that women were incapable of receiving the same kind of education as men because their minds were too weak. But along in the latter part of the nineteenth century, certain inquisitive scientists, probably not knowing what they were letting themselves in for, began to look into this matter of the comparative intelligence of the sexes, and the result of their investigations thus far seems to be that any radical natural difference between men and women is not mental. This is not saying that some men are not smarter than some women, nor that there are no female idiots, but these, we are told, are merely individual cases, and are not to be taken as indications that all men are smart and all women mentally deficient. In a recent article in *The American Magazine* (New York), Dr. Daniel Starch, Associate Professor of Psychology at the University of Wisconsin and lecturer on Commercial Psychology at the Harvard Graduate School of Business Administration, discusses this subject at some length under the title, "Which Are Smarter—Men or Women?" He describes a number of tests that have been conducted under his supervision.

The most interesting thing brought out by many of these was that they upset a lot of notions that have been entertained ever since the cave man first decided that woman, by reason of her inferior physical strength, must also be mentally inferior. Many illustrations are presented showing how the idea of woman's innate difference or "inferiority" of mentality has persisted. Among other things, Dr. Starch reminds us of the opinion held by most writers of advertising copy that in order to interest woman an appeal in a class all by itself must be made to her, and hence advertisements intended for feminine consumption are carefully adapted to her supposedly peculiar kind of mental reaction. A test was made to prove the correctness of this theory. We read:

> Duplicate sets of advertisements of various articles were submitted to a large number of men and women. There were from nine to fifty advertisements of each article; and the persons to whom they were submitted were asked to indicate which ones appealed to them most strongly. They were to mark their first, second, third choice, and so on to the last one among the "ads" for each separate article. Here are the figures showing the percentage of frequency with which the men and the women agreed in their judgment of these advertisements:

	Per Cent.
Clothing (9 ads)	73
Soap (20 ads)	91
A mechanical device (12 ads)	82
Candy (10 ads)	90
Tooth-paste (24 ads)	77
Abstract appeals (50)	77

> These figures show that the large majority of men and women react in practically the same manner to the appeal of an advertisement. The idea that they do not is simply one of the common fallacies about the essential difference between the minds of men and of women. As a matter of fact, all the men did not react the same and neither did all the women. It was largely a matter of individuals, not of sex.

One sometimes hears that women are more dishonest than men because the latter learn from youth up to be "fair and square." But criminal records would tell another story, says Dr. Starch. He holds that this does not prove anything, however. A man's dishonesty may get him into jail, while a woman may be just as innately dishonest and only her husband and children will find it out. In other words, honesty is not a sex trait, but purely an individual characteristic. We are told that tests made in schools, however, apparently have established the fact that there are a few minor differences in the mental abilities of the sexes. Says Dr. Starch:

> In anything pertaining to language girls and women appear to lead. In memory they seem to have a slight advantage, also in speed and quality of handwriting and in most forms of perception.
>
> Their superiority in linguistic ability is the most striking—which gives some color of truth to popular jokes about feminine garrulity; or—shall we more politely phrase it?—command of language.
>
> A record of mental-test results, gathered from Whipple's "Manual of Mental and Physical Tests," shows that women excelled in twelve out of fourteen tests which depended chiefly on linguistic fluency. These included speed of reading, both oral and silent, amount of information given in describing an object or in making a report, number of words thought of and written per minute, memory of words, word-building, and so on.
>
> The only tests, depending on linguistic fluency, in which men excelled were those in speed of association of ideas and in sentence building.
>
> On the other hand, boys and men excel in motor capacities, such as speed of tapping with a pencil on a card and quickness of reaction; also in arithmetical reasoning, and in resistance to mental suggestions, as the size-weight illusion, and the use of questions intended to suggest a mistaken answer.
>
> In most school subjects the sexes show approximate equal ability. But in history, and usually in economics, the boys make the better record. This may be due, not to a difference in ability, but to a difference in interest, and to the greater strength of the fighting instinct. Boys like to read about wars, exploration, adventure. From childhood they are out in the world more than girls are. They look forward to taking an

TRY THESE TESTS ON YOURSELF AND OTHERS

MEMORY TEST

Do *not* look at the accompanying list of ten words, but have some one read them aloud to you at the rate of one word per second. After this *one* reading write down immediately all the words you can remember. The average adult will remember seven words.

(Park, book, coat, hand, smoke, duck, gold, wolf, ice, map.)

This test can be made with any ten words, preferably short nouns, if the list has not previously been seen by the person tested.

MOTOR REACTION TEST

Take a pencil and tap as rapidly as you can for thirty seconds on a sheet of paper. Now count the number of dots you have made. The average adult man makes 190 dots and the average adult woman makes 170 dots.

READING TEST

Let some one choose a convenient passage, say in this article, and have you read it *aloud* at your best natural speed consistent with grasping the meaning. Read for one minute. Then count the number of words you have read. The average adult will read 120 words per minute.

To test your comprehension of what you have read, immediately after you have finished reading, write as fully as you can the thought express in the passage. Discarding anything that may be wrong, or that is not in the passage, the average adult is able to reproduce correctly 40 per cent. of the thought. That is, if he has read 120 words in a minute, he will write 50 words to express all of the meaning that he has retained.

WORD-BUILDING TEST

With the six letters—a, i, u, d, l, m—write as many words as you can in five minutes. You may use one letter, or all six, in any one word; but you must not repeat a letter in the same word, and you must not use any letter not included in this list of six. The average adult can make 15 words in five minutes.

ATTENTION TEST

Take four numbers, not in order, as 8, 1, 6, 4. Then write with your eyes shut successive series, such as: 8 1 6 4, 1 6 4 8, 6 4 1 8, 4 8 1 6, etc. The average adult is able to write correctly 10 such groups in one minute.

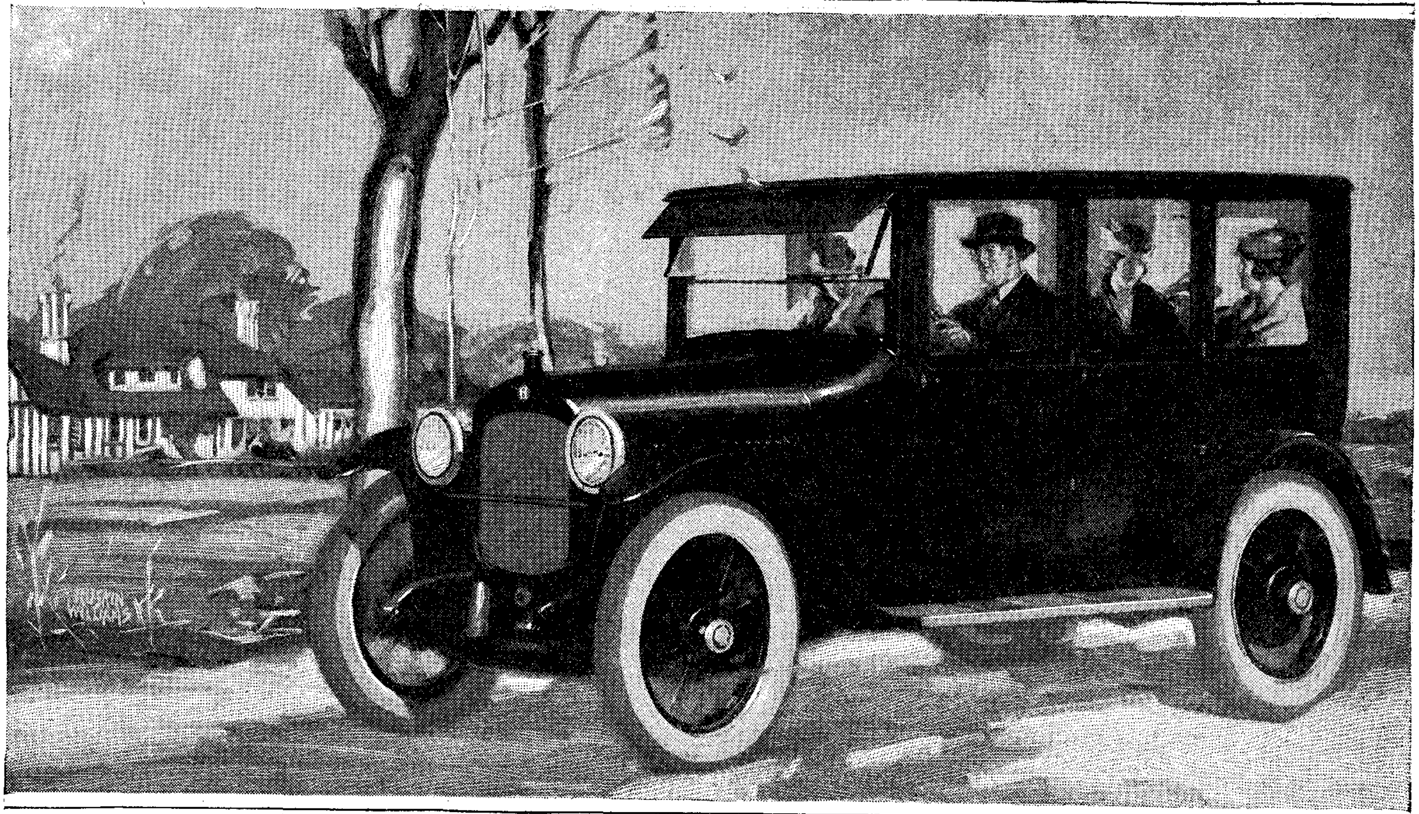
WRITING TEST

Write repeatedly at your best natural speed, and as well as you can, a short sentence such as: "Art is long and time is fleeting." Write for two minutes. Then count the number of letters written. The average adult will write 85 letters per minute. Judge the writing for quality as well as for speed. Quality in this case means legibility. The Ayres scale recognizes eight steps, or degrees: 20, 30, and so on up to 90, which is perfect. Your writings should measure about 60 on this scale.

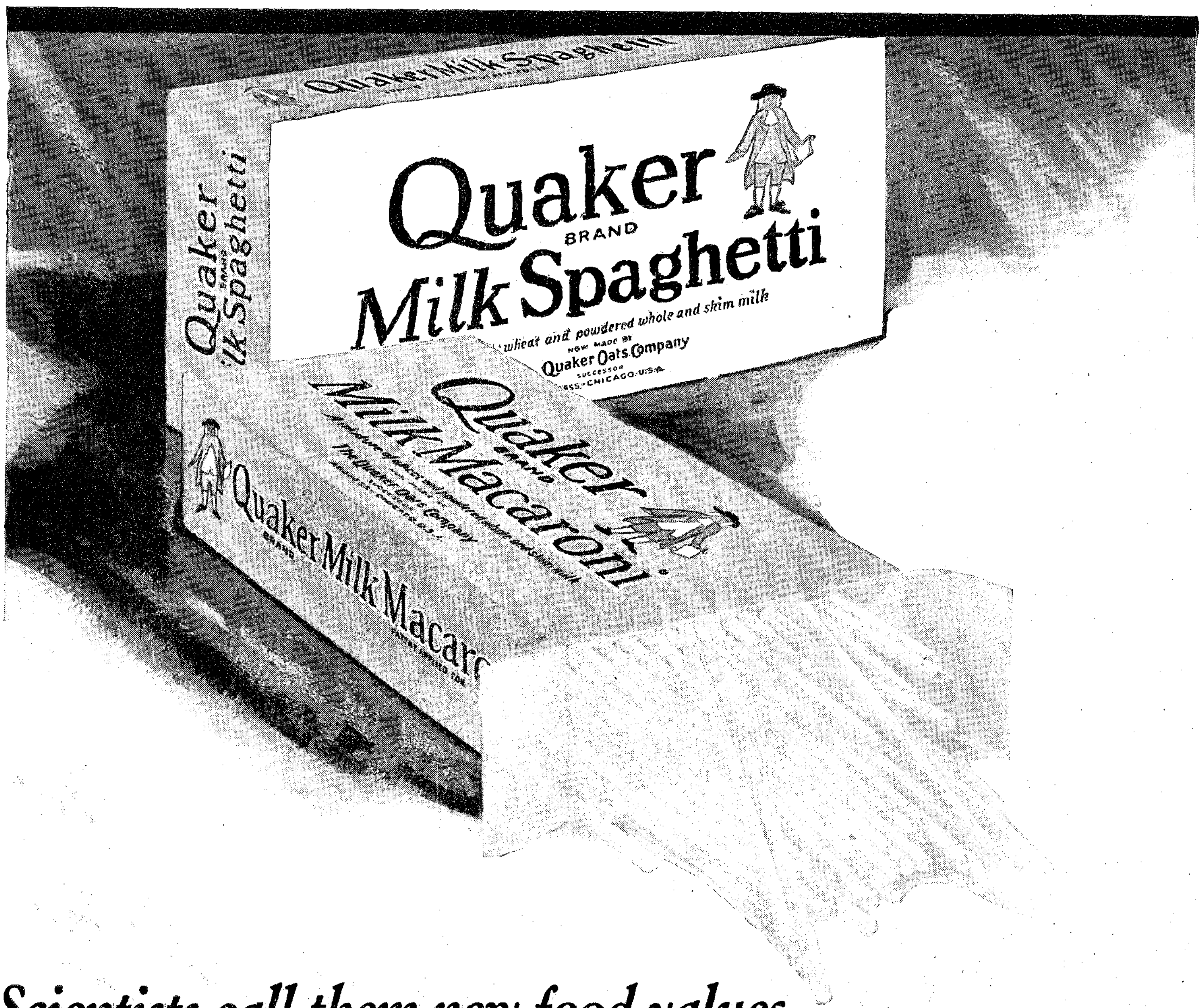
A really notable car, this beautiful new sedan—big, roomy, luxurious. Of all the fine things that can be said of it, the finest, of course, is that it is a Hupmobile.

Hupmobile

Four-Door Sedan and Coupe



Hupmobile



Scientists call them new food values

MILK Macaroni—MILK Spaghetti

A new richness, a new tenderness, say cooking experts

Always macaroni and spaghetti have been made of wheat and *water*. Now Quaker makes them with wheat enriched with sweet and wholesome *milk*.

What a difference there is—in richness—in flavor! It's like the difference between potatoes cooked in water and potatoes creamed in milk.

Cooking experts call Milk Macaroni and Milk Spaghetti a revelation in tastiness.

But dietitians say these new foods are even more than that. They commend them as a scientific achievement—declare them to be new food values.

Man's two greatest foods—in one

Wheat, scientists say, is rich in body-building nourishment—rich in the nutritive element we must have—but it is lacking in one substance absolutely essential to health and growth.

This substance they call "vitamines." It is present in very few foods; meat and most vegetables are largely lacking in it.

But milk, they have learned, has vitamines in abundance. That is why babies can live on a diet of milk alone.

By combining these two great foods—wheat and milk—scientists say we have made this new macaroni and spaghetti perfect in nutritive value.

Ample nourishment at low cost

So satisfying, so highly nutritious, are Milk Macaroni and Milk Spaghetti you can serve them often in place of heavier, more costly dishes.

There are few foods that offer such abundant nourishment at so low a cost. And there are few foods which are at the same time so rich in flavor, so delicious.

Big value packages

We pack more macaroni than usual in each box. By thus saving in packing, and other costs, we are able to give you this better, more costly product at about the same price per ounce as ordinary macaroni.

The smaller box contains enough for two full family meals. The larger box is an even better value.

Ask your grocer for it today. If he should happen not to have it, write us, giving his name, and we will see that you are supplied.

The Quaker Oats Company, 1606M Railway Exchange Building, Chicago, U. S. A.

active part in business and civil life. This may account for their greater interest, and therefore greater proficiency, in history and economics.

One other interesting point is brought out by these studies of school-children. The range of ability is greater in boys than in girls. That is, there are more boys than girls making the highest showing of mental ability—but there are also more boys making the poorest showing.

One does not have to be reminded that most of the great geniuses of the world have been men. And statistics show that, at the other end of the intelligence scale—among criminals and idiots—the men far outnumber the women. It may be that the preponderance of male geniuses has been partly due to the fact that men have had the lion's share of the opportunities to develop genius. Certainly during the past half century women have made remarkable strides in this direction.

It rather seems to me that even in this matter of genius we do not make a fair comparison. We judge women by their attainments in what have been for centuries the specific activities of men: art, science, medicine, law, statesmanship, oratory, war, business. But why make the comparison there, since women's fields have been the home and society?

Wouldn't it be more reasonable to judge them by the abilities and capacities they have shown in those fields? If we did this, I think we should find more geniuses among women than we have supposed. It seems to me that there is as extraordinary a range of capacities among mothers, simply as mothers, as there is among doctors, or lawyers, or business men in their occupations.

Statistics show that only one or two men in a hundred are superior to the most gifted women, and that one or two men in a hundred are inferior to the *least* gifted women. An interesting test showing how nearly identical are the mental abilities of the two sexes is the following:

We took fifty-eight examination-papers, half of them written by young men and half by young women. We first submitted one page of each paper to thirty-seven judges and asked them to decide, by the handwriting, which ones were written by men and which ones by women. Some of the judges were teachers who were accustomed to reading similar papers. This fact should perhaps have made it even easier for them to decide as to the handwriting.

What were the results? In seventy-four per cent. of the cases they discriminated correctly. But mere chance-guessing would have made them right on fifty per cent. of the papers. So only twenty-four per cent. of their correct decisions could be laid to actual judgment. Handwriting can be judged correctly three out of four times. And the chief basis for judging the sex of the writer is in the quality and slant of the writing. The women's writing was more vertical and of a slightly better quality.

What is more important, however, for our present purpose, is the thought process back of the handwriting.

We then took, from each of twenty papers, the answer to the same one of the examination questions. The particular question chosen was one that allowed considerable freedom of discussion. We had these answers typewritten, so that the handwriting would not serve as a guide, and submitted the twenty answers to thirty judges. They were to decide which ones were written by men students and which ones by women. They were right in fifty-two per cent. of the cases—only two per cent. above what would have been the result of chance-guessing.

This, you understand, was the average of the thirty judges on twenty specimens of thinking. Some of the judges "hit it right" in a goodly number of cases; others were "away off" in their judgment. The test simply afforded another proof that all this talk about the radical mental differences between the sexes is not based on fact.

An illustration of the minor differences between the minds of men and those of women was furnished by a test to measure their comparative ability in perception of geometrical forms, memory of words, motor ability—tapping with a pencil on a card as rapidly as possible for thirty seconds—and mental addition. We read:

To measure the difference between the sexes, as shown by these results, take the average, or median, made by the women, and find what percentage of the men reaches, or passes, this average. For example, in the test for memory of words, take the average made by the women. If ten men take the test, and four of them reach or pass this record and six do not, then only forty per cent. of the men have "reached or exceeded the median" of the women.

Here are the results of the test made at the University of Wisconsin. The second and third columns give the numbers of men and of women students participating:

PERCENTAGE OF MEN REACHING OR EXCEEDING THE MEDIAN OF WOMEN

	Men	Women	Per Cent.
Perception of geometrical forms	193	200	54.5
Memory of words	55	77	43.6
Motor ability	25	50	72.0
Mental addition	21	46	66.7

You will see that the men made a better record in everything except the memory test for words. This would seem to prove that I was wrong when I said that in native mental ability there is practically no difference between the sexes; but I do not think it does.

In the first place, these groups were too small to furnish satisfactory conclusions. An exception to this would be the first group, and there the difference is negligible. In the second place, only three of the tests are mental ones; the one in motor ability is more physical than mental. In the third place, with the exception of the motor test, in which men usually excel, the differences—as I will explain—are so slight as to be almost negligible. And in the fourth place, the students taking the tests were practically adults; you must take into account all the influences which, for approximately twenty years, had been at work in the development of their native abilities and capacities.

Dr. Starch refers to many other things popularly supposed to show that a woman doesn't know as much as a man. For instance, there is an idea that no woman ever got off a street-car facing forward. Dr. Starch says that he made observations to find out if this is so, and he discovered that out of one hundred women, twenty-three got off the wrong way, but he also found that out of one hundred men eleven got off wrong, one of them being a policeman. He also explains that there is a perfectly good reason why women would face backward in getting off a car, the same being that their left arm is usually occupied carrying a baby, a bundle, or a bag, and so she uses her right hand to grasp the hand-hold at the side of the steps, which causes her to face the rear as she alights. So far as moral traits are concerned, Dr. Starch tells us it is impossible to prove by records that there is no innate difference between men and women. If there are any differences, however, he is inclined to attribute them to training or to the expression of sex. He says:

Take vanity, for example. Women are called vain because they are concerned about their personal appearance. But personal appearance is almost the greatest asset a woman has. It is one of her chief sources of power. It brings her liking, admiration, privilege. But it has no such importance to a man! Naturally, therefore, he is not especially concerned about it. What he is concerned about are the things that bring him power: ability in business, professional talent, leadership of any kind. We do not call him "vain" because he thinks and schemes to increase his ability in these directions. Yet the principle is exactly the same. The man is trying to develop the source of his power, the woman is trying to develop the source of hers. The same instinct—a natural desire for success—is at the bottom of woman's so-called personal vanity and of man's ambition.

It is also interesting to note here that woman has not always had a monopoly on personal vanity. A century or two ago men drest with quite as much display of colored silks and velvets.

It is curious to see how the very same natural instinct finds a different expression in men and in women because of the difference in sex. There is, for instance, a natural instinct to strike back when struck. In boys this instinct develops normally. In girls it is probably not as strong to start with, and is early and effectively represt by training. One result of this is that girls find themselves with no "fighting weapons" except their tongues. The only way they can strike back is to talk back. As they grow older their inferior physical strength leaves them still more at a disadvantage. Yet the instinct to strike back when hurt still persists. It does not seem as if any other explanation is needed for the perhaps greater sharpness—if true—of a woman's tongue in a quarrel.

Instead of repeating, like parrots, the old jokes and even the old flatteries about one sex or the other, why not take these supposed differences and see what is really back of them? If we find that they are superficial, that they are merely different expressions of the same natural instincts, it should lead to a better understanding, a greater tolerance, between men and women. If we get rid of the false idea that there is a natural, inborn difference between men's minds and women's minds, it should result in a fuller and more satisfying companionship between the sexes. The present dividing-lines are largely artificial and are perpetuated simply because each generation keeps on saying that they exist.

WHAT HARDING AND COX THINK OF EACH OTHER

MESSRS. HARDING AND COX, for one time in the campaign at least, have "descended to personalities." But while it might have been expected that sparks would fly when the Senator and the Govenor jumped from the high arena of political debate to the common ground of personal discussion of each other's merits and demerits, there is, instead, a pretty exchange of bouquets before an unpleasant word is said. Each hails the other as a good fellow, worthy of popular esteem, if not of the popular vote. When it comes to political articles of faith, each, in the opinion of the other, is all wrong and totally unfit to lead the destinies of a proud and free nation. Senator Harding says that Governor Cox has "an attractive personality which brings him a great deal of favorable attention." Governor Cox returns the compliment by calling Senator Harding a "man of appealing individuality," "conscientious," and arriving at his conclusions "honestly." But there are thorns in both the bouquets. To Senator Harding "the only thing certain in the proposed Wilson League of Nations is the inevitable dependence of this country on the decisions of European governments. Governor Cox courts this: I abhor it." And Governor Cox attaches to his bouquet the message: "You seem dominated by the idea that the few and not the many were born to rule. You favor measures to centralize power." The Senator is "frank and positive" in saying that he "would rather have the counsel of the Senate than of all the political bosses of any party in America." But, according to Governor Cox, his rival "has always stood for the forces of reaction. He venerates the past. He now wants us to turn the hands of the clock back to the time of Hanna. In other words, he wants us to forget that this is 1920 and to go back to 1896." He who runs may read and take his choice. The interviews were obtained by the King Feature Syndicate, of New York, and appeared in several newspapers. Senator Harding begins thus:

My "little" about Governor Cox is this: Naturally, I have known him a good many years as a fellow Ohio publisher and editor. From time to time, usually at meetings of the Ohio Associated Dailies, we have compared notes professionally. He has two newspapers, one in Dayton and one in Springfield; I have one, in Marion. As both of his cities are larger than mine, the volume of business done by each of his papers considerably exceeds that of the Marion *Star*, altho if the populations of the communities we serve be taken into consideration the relative importance of the publications is not discreditable to our Marion efforts. He early went to larger cities where he received thorough training as a practical newspaper man, while my whole newspaper career, except for my political activities, has been spent here in Marion, which I have seen grow from a city of five thousand to one of nearly thirty thousand.

Governor Cox has an active mind, which readily attacks any problem, and he has an attractive personality which brings him a great deal of favorable attention.

After I have recorded these obvious, superficial facts about Governor Cox, it seems to me only proper that any further comparisons that may be made between us should be drawn by the electorate of the Republic.

Governor Cox has promised that, if elected President, he will carry on President Wilson's policies, especially those that concern the proposed League of Nations, and he has said that he believes that "this nation's prosperity hinges on the League's result."

On this point the issue between us is definitely joined. I agree with him that our prosperity hinges on the League's result, but in a different way. I believe that Europe depends on America, not America on Europe, and that the League of Nations which the President negotiated is a scheme to get everything possible out of America without giving anything in return but the sophistry of a falsely called "moral obligation."

To my mind the only thing certain in the proposed Wilson League of Nations is the inevitable dependence of this country on the decisions of European governments. Governor Cox courts this: I abhor it.

Another fundamental issue between Governor Cox and myself is defined in his recent statement that in case I am elected the Senate will have some say in determining the policies of the Government. In this Governor Cox has correctly interpreted my intention, which, I take it from his public utterances, is different from his own.

On this point it is well to be explicit. Every President must have some advisers. Who can be better, especially as concerns affairs of foreign policy, than the ninety-six leading men of the Republic? Not the party bosses, not the personal favorites of the White House incumbent, but the ninety-six conspicuous citizens chosen by their forty-eight respective States in solemn election for that particular high place and that especially privileged authority, and as duly provided for by the Constitution.

I am glad Governor Cox has raised this point and made it prominent. It completely defines the issue between us, for, as it goes beneath the structure of the formation of governmental policy, it practically includes the issue of such a League of Nations as I think would involve our surrender of nationality.

If elected President, Governor Cox promises not to heed the voice of the Senate. What voice then will he heed? That of the party bosses who nominated him? That of a group of favorites with whom he may surround himself, dependent on him for place? Or will he, peradventure, be entirely self-sufficient and be able to proceed alone, unmindful of precept or example, undeterred by any influence counter to his own?

For myself I am frank and positive in saying I would rather have the counsel of the Senate than of all the political bosses of any party in America.

I feel that in this campaign especially strong emphasis must be made on what is at this time our most imperative requirement, viz., that we seek again a government of laws and not of men, that instead of searching for a superman to guide us in the Presidency we choose one near the normal.

The community of endeavor which "made" the little city I love to call home is, I take it, not unlike the same thing that has made the thousands of communities which in the aggregate compose our United States. No superman did it; no one man did it. We worked together, counseled one another.

Now make the application. This wonderful land of ours is but the aggregate of communities, the sum total of cities, villages, and farms, As a group of us have done in one little city, so must all of us do in the congeries of cities and villages and farms that compose the nation. Not in the glory of the superman should we seek our guidance, but in our neighborly counsel, one with another.

The vast majority of us view the great institution of Federal Government in becoming reverence. God help us to rivet that reverence more firmly, for it is the chief security of the Republic. Destroy that and the foundation of our boasted institutions will crumble.

When the mantle of responsibility falls upon a man he is clothed with a new power. Instantly he gathers new potentialities, new capacities. Nor is this exceptional. If not a possession of all, it is at least that of very many of us.

How often have you not seen an enterprise suddenly bereft of its leader gain a new and unexpected strength from the advent of a new leader, dwelling theretofore in obscurity?

The opportunity for the working of this ancient and ever new miracle is a priceless heritage of the land we love.

An instance occurs to me in my home town which will explain more definitely my meaning. We have in Marion as one of our chief enterprises a steam-shovel works. It was founded years ago by a very able, energetic, and gifted man, Henry Barnhart. When he died the community was desolate. Practically every one believed the steam-shovel works must inevitably decline.

Yet mark the miracle. One of the obscure men in that plant, George W. King, one of hundreds, one who but a short time before had been a farmer boy, was chosen to command.

In a few years George W. King made the steam-shovel works a more valuable and more important property than it had been under its founder, and to-day the finest home in our city is occupied by his widow.

When King died there was a repetition of the experience following Barnhart's death. Many felt that naturally the steam-shovel works would now go into an inevitable slump. Forgetting the initial work of the founder, most of our people thought only of the constructive genius of King; we all felt practically certain there would not be another man like him.

Yet to-day the steam-shovel works are more prosperous than ever under still another leadership, that of Charles King, and I have no doubt that there could be found those in our community to-day who would tell you that to him and chiefly to

UNDARK Radium Luminous Material

"I want that on mine"

It is a great convenience to have clocks with UNDARK dials; you can read them in even a pitch-dark room.

Makers of mantel, alarm, and travelers' clocks are using UNDARK to illuminate the dials.

UNDARK watch dials are included in almost every desirable make, because the makers realize that watches should give a 24-hour sight service.

UNDARK doesn't get dark in the dark

This radium luminous material contains real radium and keeps its glow for years.

Its uses include service on electric buttons, pull-chain pendants, locators, locks, door-knobs, and house numbers. It is put on pistol sights for straight aiming in the dark. UNDARK is used on hundreds of novelties.

We are miners and refiners of radium-bearing ore, the pioneer manufacturers of radium luminous material in this country and the largest in the world.

UNDARK can be successfully applied by manufacturers in their own plants. It is a simple process. We will instruct operators and organize the work for you. Write for details.

If you are interested in seeing how UNDARK can be applied, we will send you a Try-out Set for $3.00. In writing, state class of work for which you want to use it.

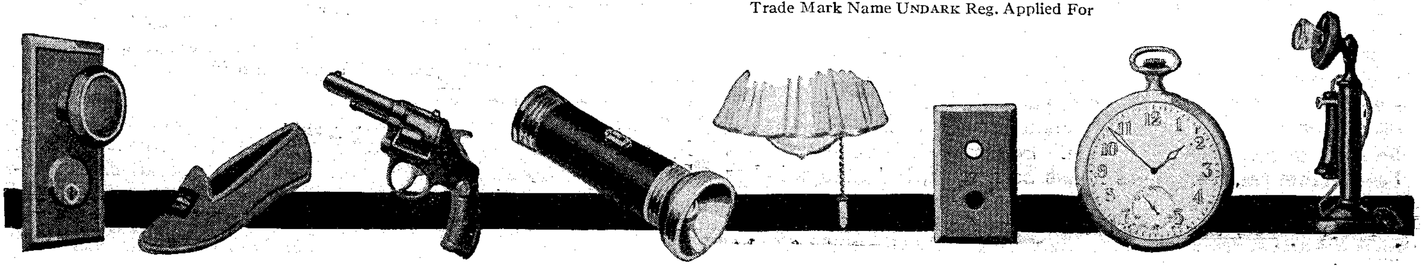
UNDARK is used on numerous articles, of which the following are the most important

- Watches
- Clocks
- Flashlights
- Pull-Chain Pendants
- Push-Button Switches
- Flip Switches
- Door Bells
- House Numbers
- Hospital Call Bells
- Ship's Compasses
- Locks
- Safe Combinations
- Gasoline Gauges
- Speedometers
- Steam and Pressure Gauges
- Revolver Sights
- Telephone Mouthpiece
- Fire Extinguishers
- Mine Signs
- Women's Felt Slippers
- Fish Bait
- Theatre Seat Numbers
- Convention Buttons
- Poison Indicators

Names of the makers of these furnished upon request

RADIUM LUMINOUS MATERIAL CORPORATION
58 Pine Street, New York City
Factories: Orange, N. J. **Mines: Colorado and Utah**

Trade Mark Name UNDARK Reg. Applied For



him is due that prosperity, and that if anything ever happens to him there must come an end to the enterprise.

So it goes, in enterprises big and little, even unto the sailing of the ship of state. There is always somewhere—either in the steerage of the vessel or the obscurity of the "works"—a man, who, once clothed with that magical mantle of responsibility, will rise on the wings of vision to heights of power unknown before.

If there is a single meaning in the Presidency it is this: That a spiritual majesty will clothe its occupant and grace him with attributes that inhere not in the man, but in the office, but which, being in the office, must be so inevitably exprest through the man that the world may feel and know that he is conscious of the temporary nature of his tenancy, and is, therefore, doubly jealous to guard and preserve the august power which only symbolizes the collective weal of all the people.

Governor Cox regards Senator Harding as "a man of appealing individuality who makes friends readily and whose character and record entitle him to the high respect in which he is held." The Senator is charming as a speaker and writer. Moreover, says the Governor:

I believe that he is conscientious and that he arrives at his conclusions honestly. He is standing for principles in which he believes and is using all his force to make them effective. As to the meaning of those principles and wherein they differ from mine I will write later.

As a fellow Ohio editor I have, naturally, known Senator Harding for a good many years, tho not intimately. His paper, the Marion *Star*, belongs to a group of Ohio dailies of which mine, the Dayton *News* and the Springfield *News*, are not a part. Thus our professional problems have not been the same, and I have not had the opportunity of knowing much about his newspaper career, except that I have been told he has specialized largely in the editorial end of it. He writes a very good editorial which is easy to read and which has a charming style, and the conduct of his editorial page shows expert judgment in selection and balancing. The Marion *Star* is an admirable newspaper and, considering the size of the city in which it is published, has achieved a very substantial prosperity. This prosperity is due, I am told, to Senator Harding's character and to the esteem in which he is held among his fellow townsmen, as well as to his selection of subordinates who have largely relieved him of the business cares incidental to publishing.

While in the fraternity of the newspaper business Senator Harding and myself have much in common, and while I hold for him personally a high esteem, when it comes to political thoughts we are as far apart as the poles. Nor is this merely a matter of partizanship. Perhaps through natural temperament, and certainly through a lifelong training, we travel very different mental paths. His beliefs and mine are so fundamentally opposite that no one can mistake wherein we differ.

For instance, I believe that the people have the right and the capacity to govern. Senator Harding believes they have the right, but he opposes the primary system.

He is a generous man, generous of his time and of his money, but when it comes to the exercise of his influence and authority in affairs of government he is as cold to the claims of the individual or of the mass of individuals as if they were only so many pawns in some great game.

This little imaginative description, given to me by a man who had been to Washington watching Harding at work in the Senate, will elucidate what I mean. "The Senator," said my informant, "can not resist any appeal for charity; if approached on his way to his office by a beggar he would cheerfully empty his purse, and, perhaps, obligate himself for more. Then just as cheerfully he would take his place in the Senate and vote for some measure which would not tend to help the masses."

As I study the record and utterances of Harding this seems to be a fair picture of his mental processes. He is warm-hearted, kindly, generous, and lovable to his friends and to those who come in personal contact with him, but he seems dominated by the idea that the few and not the many were born to rule. He has no personal antipathy for the masses, and even enjoys mingling with the people on occasion, but he favors all those measures which tend to centralize power into the hands of a selected few.

For instance, he is against direct primaries, of which, as is well known, I am in favor. Of the great measures of progressive legislation which are now the accepted standards of our last decade of political life in this country, and especially in Ohio, he has favored practically none. Sometimes his opposition has been lukewarm, sometimes it has been open, but always it has been consistent.

For instance, there are the two great measures for which I have persistently and, I am glad to say, successfully fought. These are the Workmen's Compensation Law and the Rural School Law. I want no monument better than the fact that these two laws are now on the statute-books of Ohio and in effective operation, and placed there while I was Governor of the State.

When I formerly traveled about the country, among the farms where I was reared as a boy, I could not help but note the drift of the farmers to the towns, and it was largely because they felt they lacked in the country the opportunity for the education of the children which they could find in the cities. Out of this observation grew my fight for our new rural school law, which has been declared to be the model law of its kind for the whole world, and, operating under it, there are already in Ohio one thousand one hundred temples of learning in the cornfields. Our country children no longer have to go to the city to get the best education.

Harding, and the interests that fought the new constitution, evidently did not see the possibilities of the new order—without it there would have been no transformation of rural life. . . . . . .

It was the same in our fight for the Workmen's Compensation Law. Under the old common law of the State of Ohio, which had been modeled on English jurisprudence of a century before, the injured workman had little or no chance to secure indemnity through the courts. The fact that England had long since discarded these laws under which we were existing seemed to have no influence on those, including Senator Harding, who still favored the old régime. The old way was good enough for the fathers and it was good enough for them. Our arguments that the new way would benefit employers as much as employees and lessen the cost of accident to the entire community had no effect on them. They saw nothing except an added expense to the employing class and they opposed the innovation on principle.

Fortunately we triumphed, and I am sure there would not be the slightest chance of repealing the Workmen's Compensation Law in Ohio to-day. In fact, many employers who opposed us in 1913 and 1914 supported me in 1918 after they had found, through experience, that the law not only relieved them of all cost of litigation, but also materially reduced accidents.

I do not know what Senator Harding's attitude would be on these questions to-day. I only know that he opposed the new way at the time, and that this opposition was typical of him and affords an excellent illumination of his type of mind.

His influence then was of the kind for which he seems to be noted, that of deliberate counsel and of long conference behind closed doors on the part of a few self-constituted leaders. These men caused the publication of a weekly paper, known as *The Ohio Star*, which was devoted to furthering the propaganda against these progressive measures.

The Ohio Star was printed and published in the office of Senator Harding's newspaper, the Marion *Star*. Just what part he had in its editing I do not know, but I have always understood that his was the guiding hand behind the editorial policy of the publication, which could only exist on subsidy and which, I am glad to say, proved to be ineffective.

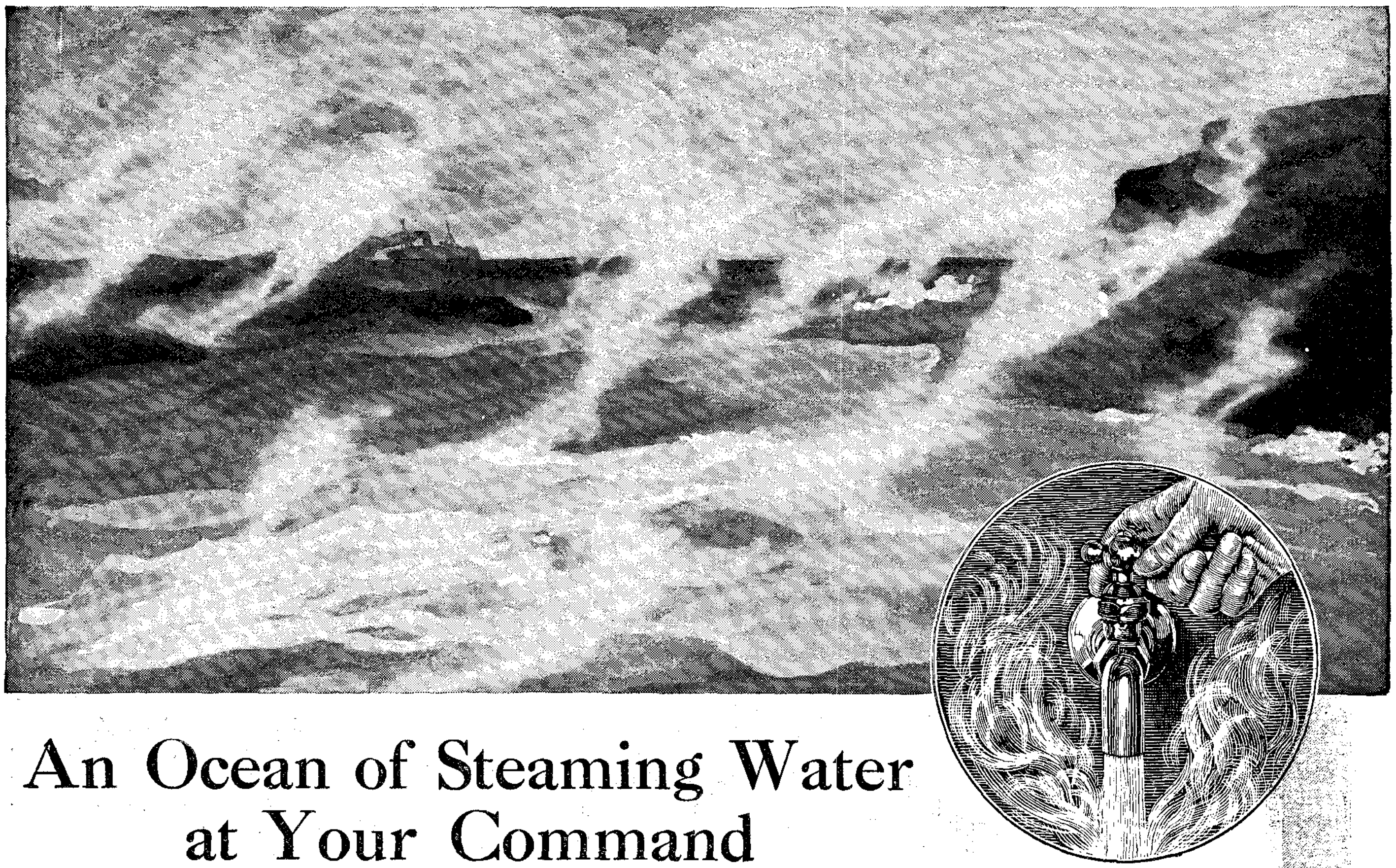
In countless other ways, which might be tedious to attempt to rehearse in a limited space, Senator Harding has always stood for the forces of reaction. He venerates the past. He now wants us to turn the hands of the clock back to the time of Hanna. In other words, he wants us to forget that this is 1920 and to go back to 1896. Do people in their right senses think that this can be done?

Senator Harding would like to have the country believe that the issue in the present campaign, or a chief issue, is the dislike that he shares with his fellow Republican Senators for Mr. Wilson, and his destructive opposition to the policies of Mr. Wilson.

In this, as in other things, he seems capable of dwelling only in the past. It seems strange that he does not realize that Mr. Wilson is not a candidate to succeed himself. Whatever happens on November 2 the next President will not be Mr. Wilson, and it would seem to be more candid with the public to consider what is to be done next year than to strive either to regain the remote past or to bewail the immediate past.

My idea of the Presidency is that it is a job requiring ever constant action by a busy executive whose acts must be guided by the light of the immediate present. The right man there must be ready at all times to take any situation by the nape of the neck and shake a result out of it. If he stops too long to inquire what the fathers would have done in his place, it may overwhelm and bury him.

The constitutional tripartite division of governmental authority seems to me exactly right. I would not have it changed. The executive and legislative and judicial functions should remain as they are, but the methods by which the executive functions should be performed seem to me to require a man of the 1920 model.



An Ocean of Steaming Water at Your Command

Think of an ocean of fresh, piping-hot water ready for you at the turn of the faucet.

You may enjoy that convenience from the Humphrey Automatic Gas Water Heater.

Any time — day or night — winter or summer — the Humphrey furnishes inexhaustible, steaming hot water without preparation, bother or delay—by simply opening a faucet. Big gas burners light automatically when water begins to flow. Fresh water hurries to you steaming hot. You can leave the faucet open for hours and water will continue to come at an even temperature.

The Humphrey heats clean, fresh water as you use it—not stale, tank water which has been heated over and over again. Heats only the amount required at the time because gas burners are automatically and instantly shut off when faucet is closed.

Think of the comfort and saving of time in having oceans of hot water always ready for the bath, the laundry, the shave, the sudden sick call, dish-washing, etc. Yet Humphrey Automatic hot water service is cheaper than furnace coils or kitchen tanks. Costs only a few cents a day to enjoy all the hot water you want, exactly when you want it.

No other hot water supply gives such permanent satisfaction as does the Humphrey. It is the ideal of automatic water heater construction. Built of strongest, wear-resisting materials, it can be depended upon for many years of service. Artistically designed and finished in green and gold, it presents a handsome and impressive appearance.

Ask your plumber or gas company about the Humphrey Automatic Gas Water Heater; or write for our free book, "Humphrey Hot Water Service." Address Dept. A.

HUMPHREY COMPANY, **Kalamazoo, Michigan**
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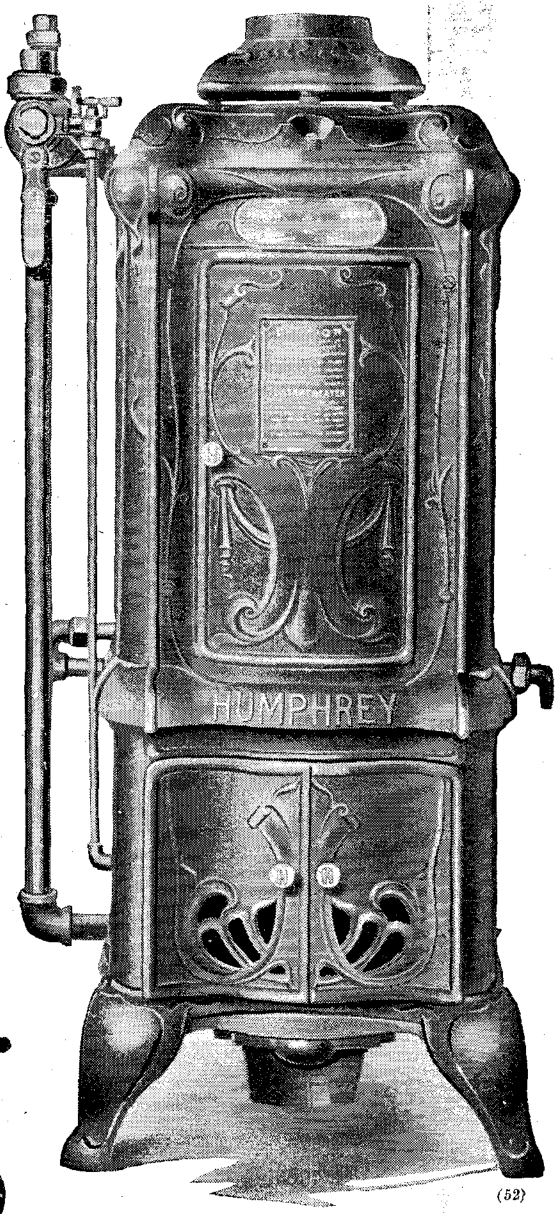
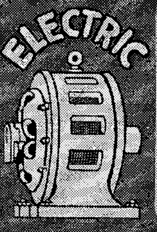


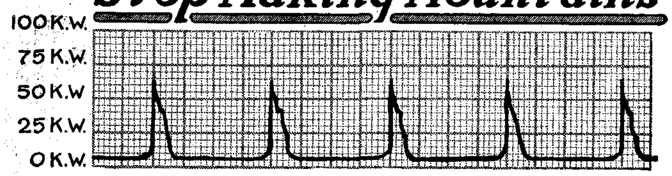
HUMPHREY
AUTOMATIC GAS WATER HEATER

(52)

LINCOLN MOTORS



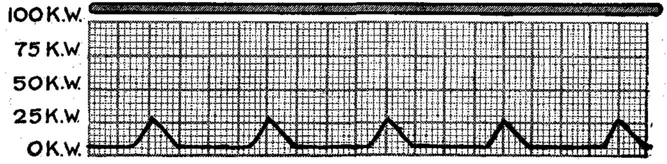
Stop Making Mountains



25 Horse-Power Ordinary Motor Badly Overloaded

Power map of the motor formerly used on this forging machine. Note the "mountain" of power at instant of operation. (Small square represents 5 K.W.)

Out Of Mole Hills



20 Horse-Power Lincoln Motor Carries Load Easily

Power map of Lincoln Motor specially designed for the work on the same operation. Note how the load is spread out over longer time, thus taking a smaller motor and less power.

AN electric motor which is not scientifically fitted to its work will often take a "mountain" of power to do a "mole-hill" job.

Look at these power maps—one showing the 25 horse-power motor formerly used, the other showing a 20 horse-power Lincoln Motor, both doing exactly the same work—operating a forging machine.

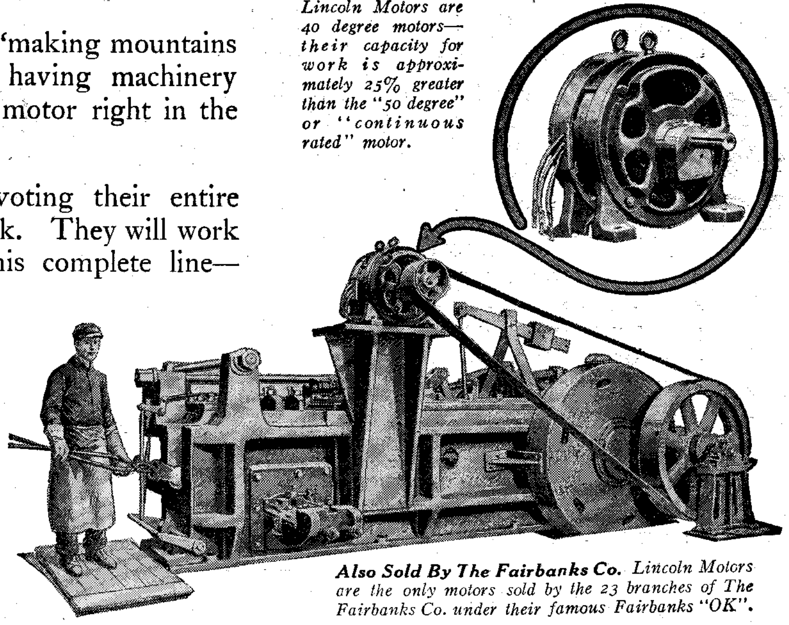
Think of the waste *first,* in buying a 25 horse-power when a 20 horse-power will do the work—*second,* in paying the higher power bills due to the use of a motor which does not fit the job.

There is only one way to stop this "making mountains out of mole-hills." That is by having machinery tested and fitted with the correct motor right in the plant where the machine is made.

Lincoln Motor Engineers are devoting their entire time and energy to this one, big task. They will work with any machinery maker—test his complete line—recommend motors of the right type and size—guarantee them to do the work economically.

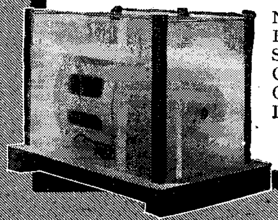
If you are a buyer of machinery, insist on your machines being fitted with Lincoln Motors. If you are a seller of machinery, call the nearest Lincoln branch office and ask them to help you in putting the right motor on each machine.

Lincoln Motors are 40 degree motors—their capacity for work is approximately 25% greater than the "50 degree" or "continuous rated" motor.



Also Sold By The Fairbanks Co. *Lincoln Motors are the only motors sold by the 23 branches of The Fairbanks Co. under their famous Fairbanks "OK".*

"Link Up With Lincoln"



Branch Offices:
New York City
Buffalo
Syracuse
Cincinnati
Chicago
Detroit

The Lincoln Electric Company

General Offices and Factory, Cleveland, Ohio

The Lincoln Electric Co., of Canada, Ltd.
Toronto-Montreal

Branch Offices:
Columbus
Pittsburgh
Philadelphia
Boston
Charlotte, N. C.
Minneapolis
Hartford, Conn.

PERSONAL GLIMPSES
Continued

ELIHU ROOT'S SPEECH ON PRESENTING LINCOLN'S STATUE TO BRITAIN

THAT the spirit of Abraham Lincoln was the same as that which the recent war for humanity has shown is shared by both Britain and America, and that the possession of this common spirit renders safe the friendship between the two countries was the point emphasized by Elihu Root in his address in London, presenting the Saint-Gaudens statue of Lincoln, a gift of America to the British people. The statue stands in Canning Enclosure, where it is surrounded by memorials of the great statesmen of Britain. After referring to the contrast in immaterial things between the lives of these men and that of Lincoln, Mr. Root pointed out that in everything that counted there was no difference between the great American and these great Britons. "He was imbued with the conceptions of justice and liberty that the people of Britain had been working out in struggle and sacrifice since before Magna Carta," said the speaker. The true Briton's understanding of Lincoln while he lived Mr. Root illustrated by the incident of the sending of a message of sympathy and support to the American President by 6,000 Lancashire workmen when the Emancipation Proclamation was issued. An expression of the spirit of the Anglo-Saxon race was seen by the speaker in Lincoln's second inaugural address and in his letter to Mrs. Bixby, of Boston, upon his learning of her having lost five sons in the fight for the Union. Mr. Root began his address with a brief sketch of the life and work of Lincoln, touching on the successive stages of his development from backwoods rail-splitter to President and leader of his country during the period of its greatest crisis. These things are, of course, familiar to every American, but the concise and clear manner in which they are set out in Mr. Root's speech renews one's interest in them. The address as it appears in the New York *Times*, follows in part:

Abraham Lincoln was born on February 12, one hundred and eleven years ago, in a log cabin among the mountains of the State of Kentucky. He came into a frontier life of comparative poverty, labor, hardship, and rude adventure. He had little instruction and few books. He had no friends among the great and powerful of his time. An equal among equals in the crude simplicity of scattered communities on the borders of the wilderness, he rose above the common level by force of his own qualities. He was sent by his neighbors to the State legislature, where he learned the rudiments of government. He was sent to the Congress at Washington, where he broadened his conceptions to national scope. He was admitted to the Bar, and won a high place as a successful and distinguished advocate. He became convinced of the wickedness of African slavery, that baleful institution which the defective humanity of our fathers permitted to be established in the American colonies with power and insistence that compelled public attention; he declared his conviction that slavery was eternally wrong. He gave voice to the awakened conscience of the North. He led in the struggle for freedom against slavery. Upon that issue he was elected President. In that cause, as President, he conducted a great war of four years' duration, in which millions of armed men were engaged. When in his wise judgment the time was ripe for it, then upon his own responsibility, in the exercise of his authority as commander-in-chief, invoking the support of his country, the considerate judgment of mankind, and the blessing of God upon his act, he set free the 3,000,000 slaves by his official proclamation, and dedicated the soil of America forever as the home of a united, liberty-loving commonwealth. The act was accepted; it was effective; African slavery was ended; the war was won—for union and for freedom; and in the very hour of victory the great emancipator fell at the hand of a crazed fanatic.

It was not chance or favorable circumstance that achieved Lincoln's success. The struggle was long and desperate, and often appeared hopeless. He won through the possession of the noblest qualities of manhood. He was simple, honest, sincere, and unselfish. He had high courage for action and fortitude in adversity. Never for an instant did the thought of personal advantage compete with the interests of the public cause. He never faltered in the positive and unequivocal declaration of the wrong of slavery, but his sympathy with all his fellow men was so genuine, his knowledge of human nature was so just, that he was able to lead his countrymen without dogmatism or imputation of assumed superiority. He carried the Civil War to its successful conclusion with inflexible determination; but the many evidences of his kindness of heart toward the people of the South and of his compassion for distress and suffering were the despair of many of his subordinates, and the effect of his humanity and considerate spirit upon the conduct of the war became one of the chief reasons why, when the war was over, North and South were able during the same generation to join again in friendship as citizens of a restored Union.

It would be difficult to conceive of a sharper contrast in all the incidental and immaterial things of life than existed between Lincoln and the statesmen whose statues stand in Parliament Square. He never set foot on British soil. His life was lived and his work was wholly done in a far-distant land. He differed in manners and in habits of thought and speech. He never seemed to touch the life of Britain. Yet the contrast but emphasizes the significance of the statue standing where it does. Put aside superficial difference, accidental and unimportant, and Abraham Lincoln appears, in the simple greatness of his life, his character, and his service to mankind, a representative of the deep and underlying qualities of his race—the qualities that great emergencies reveal, unchangingly the same in every continent; the qualities to which Britain owed her life in the terrible years of the last decade; the qualities that have made both Britain and America great. He was of English blood, and he has brought enduring honor to the name. Every child of English sires should learn the story and think with pride, "Of such stuff as this are we English made." He was of English speech. The English Bible and English Shakespeare, studied in the intervals of toil and by the flare of the log-fire in the frontier cabin, were the bases of his education; and from them he gained, through greatness of heart and fine intelligence, the power of expression to give his Gettysburg address and his second inaugural a place among the masterpieces of English prose.

He was imbued with the conceptions of justice and liberty that the people of Britain had been working out in struggle and sacrifice since before Magna Carta—the conceptions for which Chatham and Burke and Franklin and Washington stood together, a century and a half ago, when the battle for British liberty was fought and won for Britain as well as for America on the other side of the Atlantic. These conceptions of justice and liberty have been the formative power that has brought all America, from the Atlantic to the Pacific, to order its life according to the course of the common law, to assert its popular sovereignty through representative government—Britain's great gift to the political science of the world—and to establish the relation of individual citizenship to the state, on the basis of inalienable rights which governments are established to secure. It is the identity of these fundamental conceptions in both countries which makes it impossible that in any great world emergency Britain and America can be on opposing sides. These conceptions of justice and liberty are the breath of life for both. While they prevail both nations will endure; if they perish both nations will die. These were Lincoln's inheritance, and when he declared that slavery was eternally wrong, and gave his life to end it, he was responding to impulses born in him from a long line of humble folk, as well in England as in America, who were themselves a product of the age-long struggles for the development of Anglo-Saxon freedom.

We may disregard all the little prejudices and quarrels that result from casual friction and pin-pricks and from outside misrepresentations and detraction and rest upon Lincoln's unerring judgment of his countrymen and his race. We may be assured from him that, whenever trials come, whenever there is need for assurance of the inherent power of truth and the triumph of justice, humanity, and freedom, then peace and friendship between Britain and America will prove to be, as Lincoln desired to make them, perpetual. This man, full of sorrows, spoke not merely for the occasions and incidents of his own day. He exprest the deepest and holiest feelings of his race for all time. Listen to the words of his second inaugural:

"Fondly do we hope, fervently do we pray, that this mighty scourge of war may soon pass away. Yet, if God wills that it continue until all the wealth piled by the bondsman's two hundred and fifty years of unrequited toil shall be sunk, and until every drop of blood drawn by the lash shall be paid by another drawn with the sword, as was said three thousand years ago, so still it must be said: 'The judgments of the Lord are true and righteous altogether.' With malice toward none, with charity for all, with firmness in the right as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow and for his orphan; to do all which may achieve and cherish a just and lasting peace among ourselves, and with all nations."

Consider this letter which he wrote to Mrs. Bixby, of Boston:

"I have been shown on the files of the War Department a statement of the Adjutant-General of Massachusetts that you are the mother of five sons who have died gloriously on the field of battle. I feel how weak and fruitless must be any word of mine which should attempt to beguile you from the grief of a loss so overwhelming; but I can not refrain from tendering to you the consolation that may be found in the thanks of the Republic they died to save. I pray that our Heavenly Father may assuage the anguish of your bereavement, and leave only the cherished memory of the loved and lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom."

JAP "PICTURE BRIDES" COME NO MORE, BUT CALIFORNIA FEARS NEW IMPORTATION TRICK

CALIFORNIA hates the Japs, and yet it could hardly get along without them. If all the Orientals should suddenly leave, it is said, the State would be up against it for laborers and its food-supply would suffer seriously. Of course, there is no immediate danger that any such exodus will take place, altho we learn that a part of the Japanese press are favoring it. But the Japs are finding that California agrees too well with them ever to think of returning whence they came. In fact, it appears they are doing all they can to bring over to this country as many of their kind as possible, in the face of all restrictions. Thus we are told that altho the United States entered into a "gentlemen's agreement" with Japan in 1907, under which the latter promised not to give members of the laboring classes any more passports for the United States, twenty-five thousand have come in since then on passports under a proviso permitting the wives and children of Japanese already here to enter the country. Nearly six thousand of these were "picture brides," women in Japan who have become the wives of Japs in California by the "long-distance" wedding methods in vogue in the "Empire of the Rising Sun." The Japanese Government has finally consented to put a stop to the "picture-bride" business, and the last consignment of brides arrived in August. Anti-Japanese agitators now fear, however, that young girls may next be brought in as adopted children who will eventually become the wives of their adoptive fathers. According to James Morgan, writing in the Boston *Globe*, the Japanese population of California has increased one hundred and eleven per cent. during the last nine years and is now estimated at more than eighty thousand. Not only have the Japs more than doubled in population, we are told, but they have increased their land-holdings in the State more than fourfold. Says Mr. Morgan:

The State legislature in 1913, against the earnest appeals of President Wilson by wire and of Secretary Bryan in person, attempted by law to debar these Orientals from the ownership of the soil. But the baby of a "picture bride" or of any Japanese mother in California is as much an American in the eye of the Constitution as a *Mayflower* descendant. The fortunate father of such a child simply has the title to a farm deed made out in the name of his native-born infant, whose guardian he is. Nor were smart American lawyers long in teaching the Japanese without native-born children the trick of turning themselves into an "American" corporation with the aid of a few American "dummies," in which disguise they may operate all the farms they can pay for.

By one device or another, the Japanese in California now control between four hundred thousand and five hundred thousand acres, and have taken the lead of the whites in the agricultural production of twenty-nine counties. They produce ninety-eight per cent. of all the berries, eighty-nine per cent. of the celery, eighty-two per cent of the asparagus, seventy-nine per cent. of the seeds, seventy-six per cent. of the onions, sixty-six per cent. of the tomatoes, sixty-three per cent. of the cantaloupes, and fifty per cent. of the sugar-beets. The "potato king" of California is a Japanese, with thousands of acres.

The Japanese plead with truth that they have mostly taken up only the humble, laborious tasks of "stooping and picking," which the whites disdain. We in the East have been glad enough to leave the bending and grubbing in the fields largely to immigrant labor. But the Japanese are not as content as our immigrants to "stoop and pick" on another man's land. They toil and stint and save until they can own or lease a farm, when they employ their own people to help them with the work.

The fisheries are another field which the Japanese have entered with success, just as our immigrants predominate in the Eastern fisheries. They almost monopolize the business at San Pedro, the port of Los Angeles. They are more than a fourth of all the fishermen of California, and their boats represent more than half of the total valuation of all the boats engaged in the industry.

The Californian refuses to listen to suggestions that the Jap problem will solve itself by the assimilation of the Orientals in two or three generations. The principle of the "melting-pot" may work all right where other nations are concerned, but the people of the Pacific coast will have none of it in the case of the Japs. Their instinct of racial preservation is too strong to allow them to view with equanimity the mingling of their own blood with that of the Asiatics. Mr. Morgan continues:

When the Japanese "potato king" lately told the Congressional committee which went out to California to investigate the problem that mixing the races would improve the human stock just as the mixing of seed potatoes improves that crop, a shiver ran up and down the spine of the State and there was a furious outcry against the suggestion.

At this point in the discussion the visitor from the East becomes aware that he is in the presence of an instinct of racial preservation which is almost, if not quite, the second law of nature. And he does not argue with this primal passion in California any more than he would in Mississippi. You can not coolly reason with a man who is in the throes of a dread that his great-great-grandchildren may be of some different shade of color from his own and with a different slant to their eyes.

Scientists may coldly dispute as to whether the cross-breeding of the white and colored races is a biological impossibility or whether such a mingling of blood would improve or debase the race. The Californian does not care to take the chance or to have his State become an experiment station in the amalgamation of Orientals and Occidentals.

Nature is careful of the type, as Tennyson has told us, and perhaps she preserves the various types by implanting in our bosoms just such instincts as are swaying the Californians. In a San Francisco home which is dependent on old and trusted Japanese servants, who move about with noiseless efficiency, the master and mistress whisper behind their hands a frightened warning to the Eastern guest against the Japanese peril. In cities that are fed by Japanese gardeners and fishermen the people cry out from the housetops that the Japanese must go. The employer who bewails the chronic labor shortage in California views with alarm the smuggling of a few Japanese laborers into the country.

Altho the Chinese came to build railroads and to do the heavy labor of digging and laying the foundations of the coast States, even the capitalists and the contractors who were exploiting those coolie workers succumbed to the call of the blood, to the racial appeal of Denis Kearney on the Sand Lots, that the Chinese must go, and only eight hundred ballots were cast in the entire State against the proposal. And a community seldom is so unanimous on any subject as California seems to be to-day in its opposition to the admission of more Japanese.

The west coast is in a peculiar predicament. Its commerce links it with the Orient, and yet it draws back from closer association with its oriental neighbors. It seems to be a case of sentiment in the balance against economic interest. We read further:

The great ports, and yet to be unimaginably greater ports, of San Francisco, Portland, Seattle, and Vancouver are gateways to Asia, but those gates are closing on the Asiatics. Our trade with Japan alone has almost trebled in two years and amounts to more than six hundred million dollars yearly. Yet the coast is seething with an anti-Japanese agitation. The Pacific States are only at the beginning of their development, needing workers and settlers by the millions, but they do not want the only foreign immigration that naturally is open to them on that shore so far removed from Europe.

Some of the Japanese press are favoring the recall of their people from America. If it were possible, and it is not, for such a sudden exodus to take place, every city on the coast, from San Diego to Vancouver, would suffer gravely in its food supply. The Californians do not want the Japanese, and yet hardly know how they could get along without them, unless, indeed, Chinese laborers were called in again, as one witness before the Congressional Committee boldly proposed, but with restrictions on their stay in the country.

Could *You* See in a Fog?

Poor light in a factory where the eye must guide the hand is like groping in semi-darkness. It means danger, delay and spoiled merchandise.

Poor light puts a partial blindfold upon your most skilled machine operator; he becomes a danger spot to himself, his co-workers and the material he is working on. Multiply this by the total number of workers and the answer is truly startling.

It is possible, of course, to work under inadequate light, but not efficiently. The cost to you of poor light, as determined by careful tests is 12% *less* production, 25% *more* spoilage and 25% *more* accidents. Can you afford to pay this price for poor lighting? Think it over.

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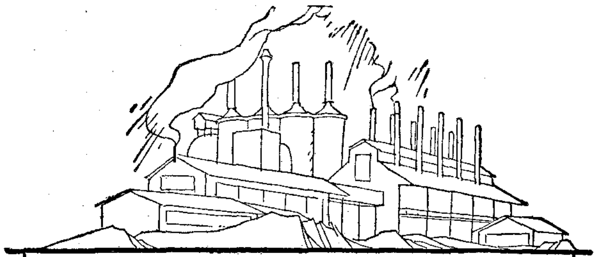

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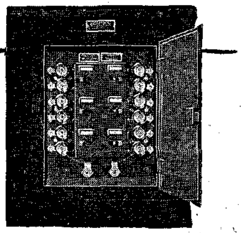

PERSONAL GLIMPSES
Continued

The world as a whole really is in the same dilemma as the Californians. The West has broken down the old barriers and thrust itself upon the East. Now that the twain are met, how shall they get along together? That is the question which the twentieth century puts to us, and we shall have to find the answer. We must answer only to the Japanese now, but to-morrow we shall have to answer to China, India, and to hundreds of millions in an awakened Asia.

ULSTER'S REBELLION WITHIN A REBELLION

CONDITIONS in Ireland to-day are compared to a stalemate by one interested observer, while another sees the situation as much resembling a fiercely fired boiler, with Ulster sitting on the safety-valve. Henry Clay, called "one of the most brilliant of the younger British economists and publicists," returned from a recent visit to Ulster with both of these general ideas in his mind. "Ulster's distrust of the rest of Ireland is very much like the rest of Ireland's distrust of England," he says, and so their little "rebellion within a rebellion" approaches the danger-point in proportion as the Nationalists make trouble in the anti-Ulster region. Mr. Clay presents the Ulster side of the argument in the New York *Evening Post*, under the date-line of Belfast, August 29. He writes:

> Ulster's position is, briefly, that if the right of self-determination is to be conceded to the rest of Ireland it must be conceded to Ulster, too. To the Nationalist cry of "Ireland a nation," they reply that they are not part of an Irish nation, that Ireland never enjoyed political [unity] until England imposed it upon her, that economically, geographically, and racially no sharp line of demarcation can be drawn between Ireland and the rest of the British Isles.
>
> Northeast Ulster is dominated by its big business men. It takes a just pride in its wonderful economic development. Without coal, without local supplies of raw materials, with no natural harbor comparable to those of Dublin, Limerick, Waterford, or Cork, Belfast has built up the largest ship-building industry and one of the largest textile industries in Europe and turned itself into a first-class port. This it has achieved with no assistance from the Government which was not available to every other part of Ireland—indeed, with less—when the Viceregal Commission on Irish Ports and Harbors visited Belfast the chairman remarked that this was the first place they had visited which did not ask for government money. And the prosperity is general; no town in Ireland, or probably in the United Kingdom, showed so low a rate of pauperism and unemployment as Belfast.
>
> The organizers of this active economic life are still the leaders of its political life. In this respect, judged by the standards of Great Britain, Belfast is a case of arrested development. In external characteristics it is in advance of most English industrial centers; in its social relations it corresponds rather with Leeds or Manchester in the nineties than with those cities to-day. In the nineties most English and Scotch industrial towns were popular oligarchies, dominated by men who were leaders in both business and the Protestant churches. To-day in Great Britain business men and working men are drifting away from church and chapel, and labor has organized itself as an independent political force. Doubtless the same changes will take place in Belfast, but to-day labor is politically weaker, and the churches far more influential than in any other industrial center in the United Kingdom.
>
> Dominated by the business men, Belfast naturally expresses the economic factor in this Irish political problem. Its leaders exhibit a disregard, sometimes an insensibility, to the sentimental motives that actuate the political demands of Nationalist Ireland. When I use the epithet "sentimental" I do not wish to depreciate these motives; all I wish to bring out is that the appeal to Irish nationality, and the claim to have it recognized politically, which are an obsession obstructing all normal activities among thinking men in the rest of Ireland, in Ulster simply are not understood.
>
> Again and again I was told, "All we want is to be let alone," "We are all right; what do they want to change things for?" which, to a stranger coming straight from Dublin, was a most disconcerting shock. Unfortunately, the sentimental factors are, if intermittently, the most powerful motives in politics, and by reaction Ulster has generated a sentiment of its own—"loyalty"—which is just as fanatical in some of its expressions as the southern Irishmen's *nationalization.*
>
> The economic considerations that deter the Ulsterman from sharing his fellow Irishman's aims are strong enough. They turn mainly on the difficulties inherent in varying tax systems, varying codes of commercial and industrial law, and varying fiscal policies within the narrow area of the British Isles. Would the excise levied on Irish whisky and Irish tobacco consumed in Great Britain be British or Irish revenue? How could smuggling be prevented if different rates were levied in different parts of the Kingdom. How would tax on incomes derived from mixed sources be allocated? Would there not be a constant movement of capital and change of domicile to escape taxation?
>
> Most serious is the question of fiscal policy. Ulster's industry is unique in its dependence on imported raw materials and external markets. No part of the United Kingdom has thriven to the same extent on free trade. Now, Irish Nationalists are protectionists. Sinn Fein, so far as it is an economic policy, is the narrowest form of economic nationalism; its supporters are full of denunciations of English interference with Irish industry and the need of protection against it. Unlike their Ulster opponents, they are none of them successful business men. Even the moderate element in the Nationalist forces, the Dominion Home-Rulers, are most of them converted Tories, with a traditional predisposition to fiscal protection. Ulster business is firmly and with just cause afraid of the fiscal and economic policy of any Parliament that should represent all Ireland.
>
> A diversity of economic interests is usually desired in a country. The special difficulty about Ulster is that the divergence of economic types coincides so closely with the divergence of religious allegiance. It is difficult for an Englishman or, I imagine, an American, to conceive a society in which politics is dominated by a religious difference of this kind. Unfortunately, prejudices, whether justified or not, are facts.

The typical Ulsterman, says Mr. Clay, fears that Rome is still seeking temporal power, and in particular wishes to control Ireland, since it is from Ireland that she draws priests for the whole English-speaking world. Continuing with his analysis of this typical anti-Catholic Ulsterman, Mr. Clay writes:

> He gives you instances of foremen using their position to benefit their coreligionists; he attributes the backward condition of Irish education to the Catholic Church. In Belfast they sought by means of a private bill to secure the power to levy a local rate for education—a favor enjoyed by every municipality in Great Britain; Catholic opposition prevented it. The local technical school, one of the most efficient in the Kingdom, is, they say, banned by a Catholic church because there is no ecclesiastical control of its staffing. There is no doubt of the depth of this feeling. The recent riots may be mere mob passion, but it means a great deal that the men's leader in the bitter strike at the beginning of 1919—when the Belfast shipyard workers held out after their Clyde colleagues had given in—has been expelled from his employment by his fellow workers. In this religious feeling is the explanation of the arrested development of Ulster politics to which I referred above.
>
> It is curious and ominous how the extremists agree. Sinn Fein claims complete independence; the Ulster Unionists say that that is what they always were after, but England would not believe it. Sinn Fein says that England is Ireland's enemy and Ireland must fight British interests in Ireland, in America, in Egypt, in India, in Australia; this, Ulster says, is what we warned England of. The difference, of course, is that Sinn Fein is threatening what it will do so long as independence is denied; Ulster believes it to be the policy Sinn Fein will pursue whatever concession is made. Only by the test of practise can it be determined which is right; and it needs the liberal faith that Campbell-Bannerman showed in his grant of self-government to the Transvaal to make the experiment. Be it noted that Lord Milner, a statesman, not a politician, who denounced the experiment in South Africa, has applied its lesson to Egypt.
>
> Official Ulster's offer to England and Ireland is embodied in the government bill. I do not mean that they framed it, but they are prepared to work it; their preparations are all made. They do not like it, but they have had to concede the union. They claim that it affords Nationalist Ireland an opportunity of demonstrating that their policy will be innocuous to Ulster and England. Ulster's distrust of the rest of Ireland is very much like the rest of Ireland's distrust of England. They are pressing for some amendment of the financial provisions. They have shown that the amount of Ireland's imperial contribution—eighteen million pounds—was excessive, being based on war-time conditions, when taxation was excessive and all expenditures on domestic public services were being stinted. They have found the English Government ready to consider large financial concessions. I expect the bill when it is introduced next session will be amended in such a way as to offer a substantial financial inducement to work it.

Barrett Everlastic Roofings

Their Economy Equals Their Beauty

An attractive roof adds so much to the general appearance of the home, that the choice of roofing materials should receive careful consideration.

What every owner wants is a roof that is moderate in cost, yet durable and fire-resistant; artistic in appearance, yet free from up-keep expense.

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As they are made in four different styles—two forms of Shingles and two Roll roofings—they are adapted to *every* type of steep-roofed building, from modest homes to pretentious residences, schoolhouses, churches, factories, etc.

Three of the four styles (see description at left) are surfaced with genuine crushed slate, in the natural art-shades of red or green. The colors are permanent and become more mellow and attractive with age.

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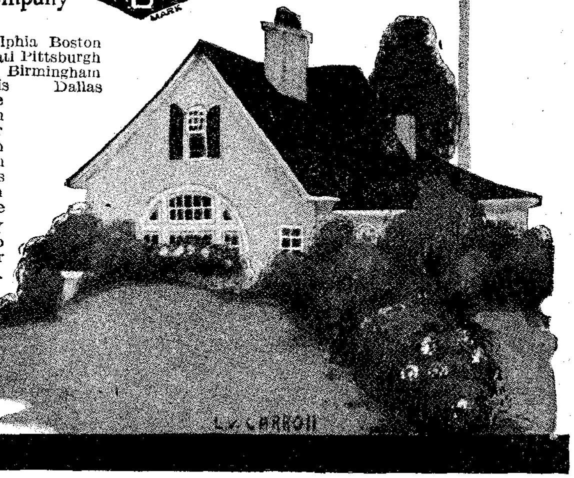

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Everlastic "Rubber" Roofing. This is one of our most popular roofings. Thousands upon thousands of buildings all over the country are protected from wind and weather by Everlastic "Rubber" Roofing. It is tough, pliable, elastic, durable and very low in price. It is easy to lay; no skilled labor required. Nails and cement included in each roll.

Illustrated booklet describing each style of Everlastic roofing will be sent free on request.

MOTORING - AND - AVIATION

PLANNING AHEAD FOR NEXT WINTER'S SNOW PROBLEM

IN New York City alone, vehicular paralysis during twelve days of February, 1920, meant an economic business loss of sixty million dollars, which eventually became a tax of ten dollars on every man, woman, and child in the city, says Joseph Husson, editor of *The Commercial Vehicle* (New York). Figuring conservatively, he puts the nation-wide business loss due to the snow invasion of last winter at five hundred million dollars, most of which was paid by the public, sooner or later. The winter's blockade presents a serious problem, for mail, parcel post, express service, and general business delivery of all kinds are as important in winter as in summer, and the transportation of coal and other fuel is *more important* in winter than in summer. Therefore, "it is as essential to have our streets and main highways free from snow as it is for railroad-tracks to be cleared of snow." Another point to be considered in the season of preparation is that the seriousness of the snow-removal problem will be greater this year, in the writer's opinion, because of the condition of our railroads and street-railways, which have placed on the motor-truck a greater transportation burden than ever before. Last winter hundreds of millions of dollars were wasted because vehicular transportation could not, on account of lack of snow removal, properly perform the task imposed upon it. What is to be done about it? In the writer's opinion:

Courtesy of "Commercial Vehicle," New York.

CONDITIONS WHICH COST MILLIONS LAST YEAR.

Everybody is interested in seeing that they are not repeated this winter, for if automobile-owners and business men pay first, the ultimate bill goes to the public. The way to prevent this waste of time and money, say the experts, is to begin now.

"The first requisite is a public realization of the problem, and that snow can be removed and money saved by removing it.

"Lack of proper snow removal causes hundreds of millions of dollars waste due to business losses in vehicular traffic paralysis; excessive damage to both city streets and country highways and a tremendously rapid wear of vehicles when they have to emulate mountain goats in negotiating huge piles of ice and snow.

"All of this tremendous loss can be saved if we but realize that the time has now come when, with approximately eight million motor-vehicles in use in the United States, we can not afford as a nation to permit our business to come to a standstill on account of snow.

"True, snow is one of Nature's greatest problems which man must solve. But its solution is not an impossibility if we first admit that snow is a problem and then attack that problem in a business-like way and similar to the manner in which we, as a nation, attacked our recent war-problems. In war *nothing* was impossible for America. And so, too, the solution of our snow problem is not impossible.

"While the snow-removal problem in its economic aspect affects every taxpayer in the nation, its solution is of particular importance to the automotive industry. The fullest development of motorized highway transportation and the motorization of the farm can not be accomplished so long as conditions in our snow-belt make it necessary in some instances for large fleet owners to lay up their trucks for two or three months out of the year and use horse sleds to make their deliveries. Automotive dealers are also affected by snow because the sale of automotive equipment depends upon the ability of the purchaser to use the equipment economically. The owner and operator of the vehicle has perhaps the most direct interest in snow removal because he comes into closest contact with it and must first pay the bills caused by idle equipment and the increased operating expenses and increased repairs resulting from the unusual road conditions when the snow is not removed.

"It must be realized at the outset that adequate snow removal will cost considerable money. Last winter the city of New York spent five million five hundred thousand dollars in its unsuccessful attempt to cope with the situation. Because it failed to remove the snow, an economic business loss estimated by the Merchants' Association at sixty million dollars resulted from the twelve days' street traffic tie-up. It would be real economy to have spent ten million dollars to remove the snow properly if the greater economic loss could have been averted.

"The problem is too new and conditions are too variable to arrive at any average cost of snow-removal work either on city streets or country highways. Thoroughly aroused after the disastrous tie-up of last winter, New York City is planning to spend between four million and five million dollars for adequate snow-removal equipment, exclusive of labor, during the coming winter.

"In the winter of 1917–1918 the State of Connecticut spent forty thousand dollars for snow work on a total of nine hundred and seventy miles of road. Including the cost of the equipment employed, the rate per mile was approximately forty-five dollars. Under normal conditions of snowfall, this figure would probably not be in excess of thirty dollars per mile. During the same year the State of Pennsylvania spent from fifty to five hundred dollars per mile to keep its State highways open for the dispatch of army motor-trucks. The greatest expense was incurred in clearing the roads over the Alleghany Mountain ridges."

The writer divides the problem into two parts, one to take care of the work in the first- and second-class cities, and the other to look after the main trunk highways outside of such cities. Taking up the methods of snow-fighting in detail, he writes:

"The battle consists of three main phases: the attack, the battle, and the clean-up. And the most important of these is the attack. In the Great War attacks were practised as much as a month or more in advance, with every man in his place and knowing exactly what was expected of him. So it must be with any successful plan of snow removal.

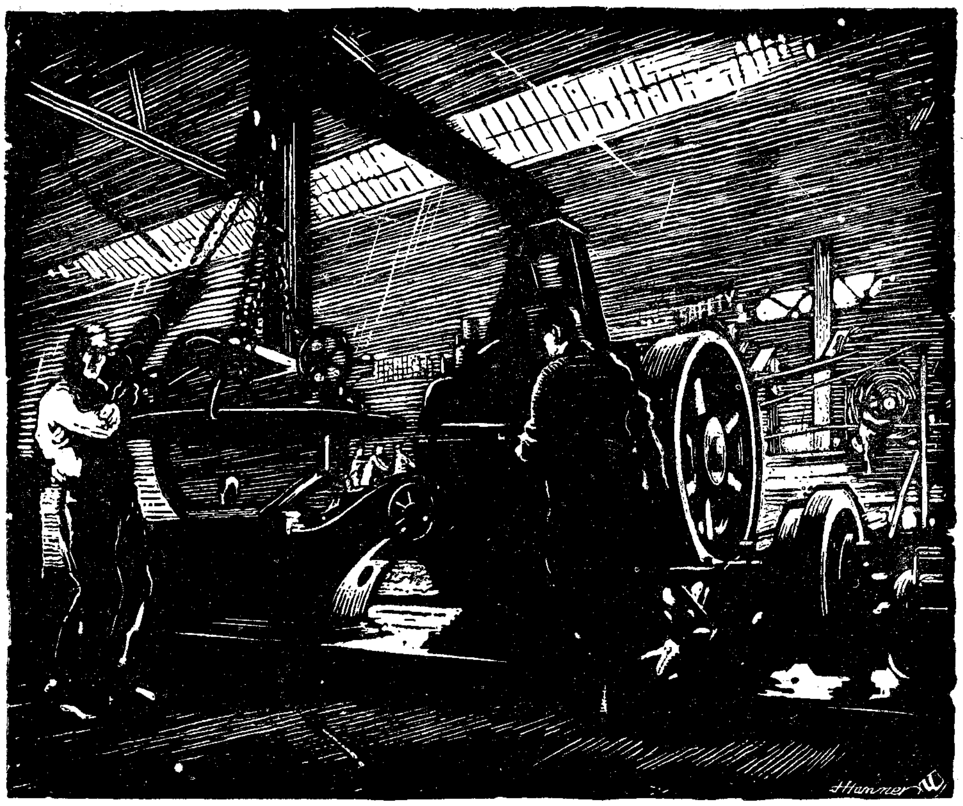
"The campaign must be worked out months in advance.

"Plans can not be made the day the storm arrives. Then it will be too late. More snow-battles have been lost on account of a delay in the attack due to a lack of a prearranged plan than for any other cause with the exception of inadequate apparatus with which to make the fight.

"There must be a plan. Heretofore, all snow-removal work has been done in a haphazard manner. As a result, the work has never been satisfactorily performed. A plan, worked out months in advance, is essential.

"In city snow-work it seems imperative that we have a new understanding of the word removal.

"In the emergency fight against snow, which begins immediately the snow begins,



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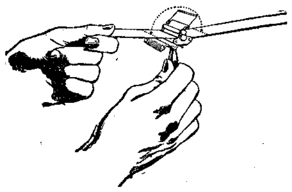

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No skill in stropping is necessary to renew the fine, keen edge of the AutoStrop Razor blade. Just slip the strop through the razor head and pass the razor back and forth along the strop. You don't have to take the razor apart, nor even remove the blade.

Ask your dealer today about the AutoStrop Razor trial plan.

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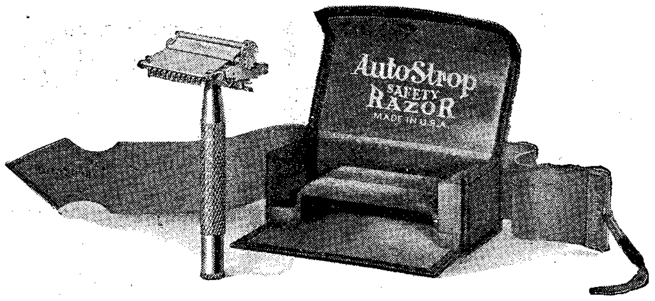
On razors, strops, blades, etc., hereafter manufactured by us we shall apply the trademark "Valet" in addition to the trademark "AutoStrop" as an additional indication that they are the genuine products of the AutoStrop Safety Razor Co., New York.



MOTORING AND AVIATION

Continued

to fall, it is not the removal of the snow which should be sought first, but rather the plowing of the snow to keep traffic moving.

"In previous city snow-removal plans, the attempt has been made to completely remove the snow as soon as it fell on certain of the more important streets. During this work the snow in the side streets has been entirely neglected, with the result that once off the main arteries, vehicles became stalled and business houses on the side streets were subjected to great delays in the delivery and shipment of their goods.

"Any adequate plan of snow removal must take care of the side streets as well as the main business arteries.

"The side streets greatly outnumber the main thoroughfares. One plan already presented to the New York City officials would immediately designate all side streets as one-way traffic streets in which plows would clear a path immediately the snow began to fall. This would keep traffic moving, leaving the actual removal of the snow to a later date.

"When the general public and you and I realize that snow removal is our problem there will be a greater cooperation between the business interests and the city authorities. This is one of the first necessities because it is apparent that no city can afford to keep idle during the summer all the snow equipment which would be required to cope adequately with the problem during the winter.

"Additional labor and private vehicles and other equipment must be employed during the emergency.

"Labor must be paid at a rate in excess of the average in order for the city to compete with industries.

"Owners of trucks suitable for snow-removal work must be paid in excess of the rate which can be obtained from ordinary industries in order that contracts can be made for such equipment in advance and such contracts kept. Heretofore such contracts have been broken because the vehicle owner could make twice as much money hauling for private interests after a storm than he could in helping to remove the snow.

"It also seems necessary that the vehicle drivers should be paid a bonus by the city over and above their wages as paid by the vehicle owners in order that they can be called and actually put into service immediately the snow has reached a certain depth, be it four o'clock in the afternoon or four o'clock in the morning.

"Greater progress can be made in removing or plowing the snow in two hours after it has started falling than can be made in ten hours after it has become packed and hardened by vehicular traffic.

"In the removal of snow on country roads, the same State highway organization which is used for maintenance and repair work should be employed for snow removal.

"Machines instead of manual labor should be employed to the greatest possible extent. The hand-shoveler should be eliminated wherever practicable. Motorized plows, mechanical loaders, steam-shovels, and other forms of contractors' equipment which is usually idle during the winter months should be employed to the greatest possible extent."

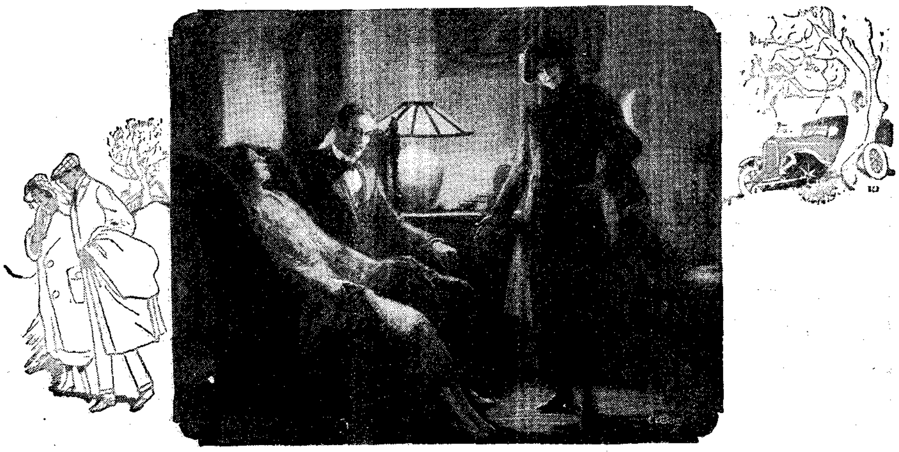
TWO FRENCH FRIENDS OF THE "PREMIER AVIATEUR AMÉRICAIN," WILBUR WRIGHT

BECAUSE she had a hole in the bottom of her shoe, Madame Léon Bollée, of Le Mans, France, was the second woman in the world to take a jaunt in the air, instead of being the first, as had been carefully planned and fondly anticipated. But she didn't care to have her neighbors think that she was too poor to buy a pair of shoes, and she gave up the opportunity for renown and distinctive memory in favor of another who was not so poorly shod. On the next day, however, Madame Bollée, with another pair of shoes, it is presumed, took to the air, ascended to the tremendous height of two hundred feet, and flew at the terrific rate of forty-five miles an hour. This was twelve years ago, when Wilbur Wright, persisting in his task against all odds, went to Le Mans in response to an invitation from Léon Bollée, who became comrade and coworker of the American inventor. Burt M. McConnell writes in the New York *Evening Post* that he didn't know who Bollée was until he saw in the salon of the Aero Club of France a large photograph of Wilbur Wright on which was inscribed: "To my true friend, Léon Bollée, whose warm sympathy and unfailing help made my success at Le Mans possible, my sincere thanks and best wishes. Wilbur Wright, Le Mans, 18 December, '08." So he went in quest of Léon Bollée's widow, for the friend of Wilbur Wright is gone. It was specific information the writer wanted, for, he relates:

In the United States there is a belief, vague and uncertain as to foundation, that the Government of France came to the assistance of the Wright brothers in 1908 after their own country had forsaken them and their "unsafe and worthless contraption." The photograph and its unusual inscription suggested that here was the opportunity to learn the truth about Wilbur Wright's demonstrations twelve years ago. I saw Madame Bollée, and so interested did she become in detailing the drama in which her husband had played a leading part that when an American colonel called she sent word that she could not see him.

"Mr. Wright arrived here in June, 1908, in response to our invitation," said Madame Bollée. "Six weeks were required to set up the machine and test out the motor. My husband set apart a section of his automobile factory and gave to Mr. Wright the key, as he was afraid the design of the machine would be stolen. Mr. Wright assembled the motor himself and sewed the wings of the machine. He was not one to make friends quickly, and he would not come to live with us, but lived near his precious machine at all times. Mr. Wright knew not a word of French and my husband not one of English, and it really was funny when Mr. Wright would come to dinner to see those two making diagrams with pencils on my nice clean table-cloths in an effort to make each other understand what was wrong with the motor.

"My husband gave orders at the factory that the American inventor was to be given every assistance and all the men he needed at all times. And my husband, who was an expert with motors, practically gave up



How Aunt Kit put the Hall Family on its feet

"WHEN the car broke down, Jim and I had to walk three miles to get help from a garage. We never had been good walkers, and suffered terribly on that 'forced march'. Our feet ached with every step.

"Then, when we finally reached home, I found Mary gone, and I had to prepare dinner. By evening I was a wreck. It was about eight o'clock when Aunt Kit dropped in.

"She looked so fresh and smart and energetic, that Jim and I seemed wilted beside her. And when she asked us to join her in her evening walk, we sadly recounted our weary adventures.

"'You two should change to Cantilever Shoes,' she announced. 'You'd be astounded at the difference they make in your health and comfort. So many people don't realize that badly fitting shoes do much more than hurt your feet. They strain muscles and tendons all over the body and upset the whole nervous system.'

"Jim and I both took Aunt Kit's advice. We've been wearing Cantilever Shoes ever since. And while we don't actually *look forward* to having the car break down and the maid leave, at least such events won't wear us out as they used to. Aunt Kit 'put us on our feet' in Cantilever Shoes."

* * * * * * * * *

The Cantilever Shoe is *a good looking shoe* with a natural inner sole line that allows the toes to point straight ahead in their normal position. The shoes encourage a natural carriage.

Pulling the laces draws up the under-arch sole so that it meets the curve of the foot at every point and provides restful support to the arch. The shank is flexible. It allows *the foot perfect freedom.* In the Cantilever Shoe the muscles exercise and grow strong, instead of being restrained by a rigid sole or a metal appliance, preventing and correcting fallen arches.

Cantilever Shoes are so well made, and look so well, with trim lines and fine leathers, that it is hard to realize that they are truly COMFORT shoes until you wear them.

60 Cantilever Dealers

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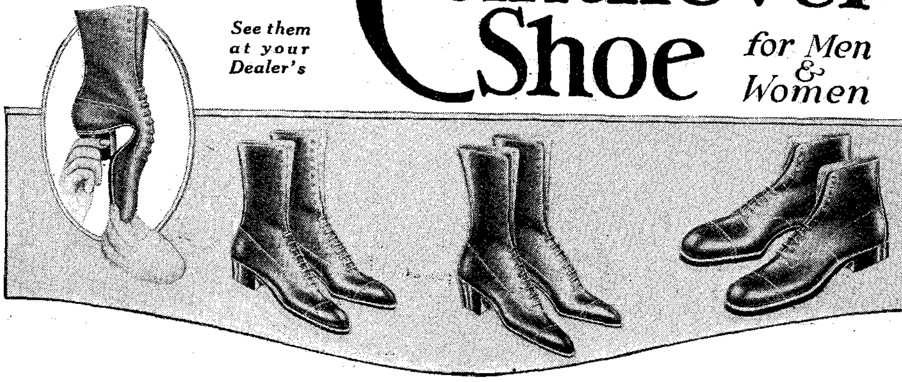
New York—22 W. 39th St.
Philadelphia—1300 Walnut St.
Pittsburgh—The Rosenbaum Co.
Portland, Me.—Palmer Shoe Co.
Portland, Ore.—McIlhenny, Inc.
Providence—The Boston Store.
Reading—S. S. Schweriner.
Rochester—48 East Ave.
Salt Lake City—Walker Bros. Co.
San Francisco—The Emporium.
Savannah—Globe Shoe Co.
Seattle—Baxter & Baxter.
Spokane—The Crescent.
Springfield, Mass.—Forbes & Wallace.
Syracuse—136 S. Salina St.
Tacoma—Rhodes Bros.
Terre Haute—Otto C. Hornung.
Trenton—H. M. Voorhees & Bro.
Tulsa—Lyons' Shoe Store.
Vancouver—Hudson Bay Co.
Walla Walla—Gardner & Co.
Washington—Wm. Hahn & Co.
Worcester—J. C. MacInnes Co.

If no dealer listed above is near you, the Manufacturers, MORSE & BURT CO., *1 Carlton Avenue, Brooklyn, N. Y.,* will mail you the *Cantilever Shoe Booklet* and the address of a nearby dealer.

See them at your Dealer's

Cantilever Shoe *for Men & Women*



This photograph shows one of fourteen motor busses which are shod with a majority of Goodyear Cord Tires and are operated between Minneapolis and St. Paul by the Twin City Motor Bus Company, St. Paul, Minnesota

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

Busses, Passengers, Time Tables and Pneumatics

"Our fourteen motor busses serving between Minneapolis and St. Paul are equipped with a majority of Goodyear Cord Tires. Their pneumatic cushioning keeps passengers comfortable and their traction counteracts conditions encountered during bad weather. During the worst storms on record, we have made 210 trips a day. Goodyear Cord Tires have averaged 12,000 miles per tire, an excellent record for this hard service. Individual mileages have run past 20,000."—John Wade, President, Twin City Motor Bus Company, St. Paul, Minnesota

TODAY the ebb and flow of passenger traffic is accelerated here and there by squadrons of motor busses which, like this fleet, travel largely on Goodyear Cord Tires.

Running between important stations and on regular schedules, they pursue a steady routine year in and year out, despite crowded traffic, heavy snows, slippery pavements and sharp grades.

Such imperative transport knows greater opportunity due to the riding comfort, bus protection, traction and punctualness of the big, impressive-looking Goodyear Cord Tires.

In their able and trustworthy performance is evidenced the underlying power of their Goodyear Cord construction developed with the manufacturing care that protects our good name.

In their wide and advantageous employment is reflected the pioneering success of Goodyear's pneumatic-tired transports which have joined distant markets of the country by highway.

Now, the operating records of many pneumatic-tired truck and bus lines can be obtained by mail from The Goodyear Tire & Rubber Company, Akron, Ohio, or Los Angeles, California.

SAVE DRIVERS·LOADS·TRUCKS·ROADS
Haul on Pneumatics

CORD TIRES

MOTORING AND AVIATION
Continued

his business and devoted himself almost entirely to the experiments which Mr. Wright soon began to carry out. Those two were always tinkering with some part of the machine; they were happy like two children with a toy. My husband admired Mr. Wright more than any other American; they were alike in many ways, and could always be found experimenting with something mechanical. Mr. Bollée considered it an honor to be associated with the American *aviateur;* he felt that, having invited Mr. Wright to come to Le Mans, he was responsible for him and the success of his experiments. As for me, it pleased me more than I can explain to see my husband collaborating with the *premier aviateur Amércain.* What better compliment could be paid my husband as an inventor, a motor expert, and an honest man than to be selected from all France for such delicate and confidential experiments?

"My husband entered into the work with heart and soul. For weeks he was late to dinner and to lunch, sometimes as much as three hours. He forgot to eat; I saw little of him, and after a time he became like Mr. Wright in that he was unable to sleep well.

"Both of them ate and slept little, but worked at all hours of the day and night. Thousands of people would come to the field to see the *aviateur Américain* fly, and if something would go wrong with the motor they would go away muttering that the American inventor was a faker. But my husband believed in Mr. Wright, and he told the people so. Then came the first successful flight! It lasted less than a minute, but I remember the day and date so well—August 8, 1908—for my little Elizabeth was born that day."

The writer had wondered whether the arrangement between Wilbur Wright and Léon Bollée was a commercial agreement or friendly cooperation. On this point he was assured by Madame Bollée that money was never spoken of. The French engineer was comfortably well off; he had invented the first motorcycle to use petrol for fuel; he had invented the double-jet carbureter; he had been made a Chevalier of the Legion of Honor for inventing the first adding and calculating machine. When Wilbur Wright went to Le Mans the Frenchman was a successful manufacturer of automobiles.

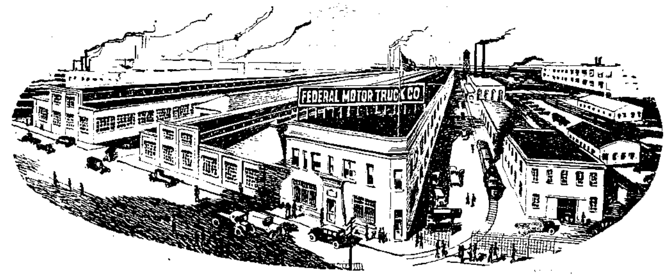
Wright's presence became noised abroad, and—

> Kings and queens and princes from all over Europe flocked to Le Mans to see the wonderful American birdman. Wilbur Wright was presented to them all. But, according to Madame Bollée, the ceremony always was concluded at the earliest possible moment so that he could return to his beloved machine. When he was presented to the Queen Mother of Italy, Madame Bollée recalls, the inventor wiped his oily hands with cotton waste, said "Good morning, madame," to her Majesty, and returned to his work on the motor. Such was his preoccupied manner. Not even the Queen Mother was allowed to come near the airplane.
>
> On the dusty six-hour ride back to Paris, which, by the way, the mail plane covers in less than an hour every day, there was plenty of time to review in my mind's eye the undreamed development of the airplane, forced, as it had been, by the insistent demand of the fighting nations for a new war-weapon. Arriving in Paris, I went again to the Aero Club of France. Here Mr. Paul Tissandier, Wilbur Wright's second pupil, augmented the information which Madame Bollée had furnished:
>
> "There was hardly ever a day at Le Mans when army officers of some nationality—English, Russian, German, Italian, Japanese, or Belgian—were not present at the trial flights. Even your own General Pershing was there. It was necessary to have French soldiers keep back the crowds. In order to launch the machine into flight we built a tower with a weight like a pile-driver. To this was attached a rope which led from the weight to the top of the derrick, thence to the bottom, thence to a pulley far in front of the airplane, and to the machine itself. Landing wheels had not then been utilized, and the Wright machine was equipped with skids. Mr. Wright would 'warm up' his motor, give the signal, the weight would drop, pulling the machine along a track while two men steadied the wings, then at the end of the track the undercarriage would be brought to a sudden stop and the machine would be catapulted into the air, where its whirring propeller would sustain it in flight. Nowadays a machine will get off the ground from a standing start within one hundred feet, and, once in the air, can virtually 'hang by its propeller.'
>
> "In those days, however, the altitude record was about two hundred feet; Mr. Wright's motor was of twenty-five horsepower; his two propellers weighed about thirty-five pounds each and revolved inward at the rate of 450 revolutions a minute! One now seldom sees an engine of less than one hundred and sixty horsepower, and those of four hundred horsepower are most commonly used. An ordinary propeller will weigh 120 pounds, and if the revolution counter does not register 1,250 revolutions a minute a pilot will say there is something wrong with the engine. How times have changed! The wings of the original Wright machine were forty feet wide; the wings of Commander Read's machine, which crossed the Atlantic Ocean, were 126 feet wide! The Wright engine had no carbureter, and in those days—twelve whole years ago—they did not know how to measure the speed of the machine.
>
> "Military experts who lined the flying field at Le Mans freely predicted that if Mr. Wright could improve his machine so that it would maintain a speed of fifty miles an hour at a height of one thousand feet it would be impossible to bring it down in war! Yet in the war just passed many machines capable of a speed of one hundred and fifty miles an hour were brought down from a height of fifteen thousand feet. The maximum speed of the Wright machine was about fifty miles an hour; now the landing speed of a scout-plane is about that. And to think that Le Mans is the starting-point from which all flying progress must be reckoned! True, Orville Wright successfully demonstrated a duplicate machine before American army officers in Washington, but Wilbur was first in the field here in France. When Orville Wright was seriously injured, Wilbur did not for a moment lose what you call the nerve, but merely discontinued flying for a day or so until he was sure his brother was out of danger. Orville had created a world's record at Washington a few days before the accident, so Wilbur set out to excel his brother's feat. He succeeded in doing so in a splendid flight of one and a half hours before the American Ambassador to France, Aero Club officials of England and France, and scientists from all countries. When he came down he laughed and said: 'I guess that will cheer Orville up a bit.'
>
> "This focused the attention of the world on Le Mans, and for the first time, I think, people began seriously to consider the airplane as a war-weapon. Mr. Wright was presented with several gold medals, and many orders for the machines were received from sportsmen. More than one hundred official flights had been made at Le Mans without serious accident, ranging from forty-five seconds to the amazing flight of one hour and fifty-three minutes, which won for Mr. Wright the Michelin Cup and twenty thousand francs. The airplane was an unqualified success.
>
> "But Mr. Wright always dreamed of flying without a motor. I remember he once said, 'My impression of flight in its most perfect form is flight without the use of a motor. At the present time it is necessary to have a motor to propel one through the air, because we do not know enough about flying to do otherwise. One of these days, however, we will learn to fly like the buzzard, whose output of force is practically nil; he takes advantage of every rising current of air to mount aloft, then he planes forward, sometimes for miles. That is the way man will fly in the future,' said Mr. Wright."

BOUQUETS AND BLUE RIBBONS GALORE FOR THE PASSENGER AUTOMOBILE

THE changes which are to-day being brought about through the ever-broadening use of the motor-vehicle, says Charles Clifton, president of the National Automobile Chamber of Commerce, in a recent booklet, "have already geared a world to a new efficiency of commerce, a new standard of life, a new philosophy of thought." In brief, there is hardly a single activity of to-day in which the automobile is not in some manner concerned. According to this authority it is aiding in solving the acute housing problem; it has increased by one-sixth the man-power of the country by transporting workers more rapidly; it has aided the banking business, increased labor efficiency; increased health, and checked crime. Other things are laid to its credit. The writer begins:

> In every field of action, whether it be commercial, scientific, governmental, sociological, the use of the passenger automobile plays its part, and already the giant power it wields is reflected in a stimulated national life.
>
> Time, that ever vital factor, has met its master. Mileage has succumbed and modern industry finds the motor-vehicle an indispensable tool in its complex equipment. Even our merchant marine finds new ladings brought to its docks in foreign fields through the steady development of virgin industries abroad by this new unit of transportation.
>
> Nor does the motor-vehicle's use alone reflect its influence on the world's trade. As the passenger-car has come into more general use, as city after city, State after State, show a uniform increase in the number of passenger-cars upon their highways, a new market of boundless future has been



Keeping Pace with Truck Progress

Conditions are fast changing in the truck building industry.

The fires of unusual demand brought about by post-war conditions have passed—a more stable period of sane and conservative truck buying has come—to stay.

In the wake of this period come the natural rumors of depression—of the curtailment of production on the part of some companies because of this lessened demand.

But from it all the Federal Motor Truck Company has emerged, confronted, not by the problems of curtailed production—but by the problem of greatly increasing it.

New Federal factories are in the building—a greatly increased production schedule is being pushed energetically to meet this steadily increasing demand for more Federal Trucks.

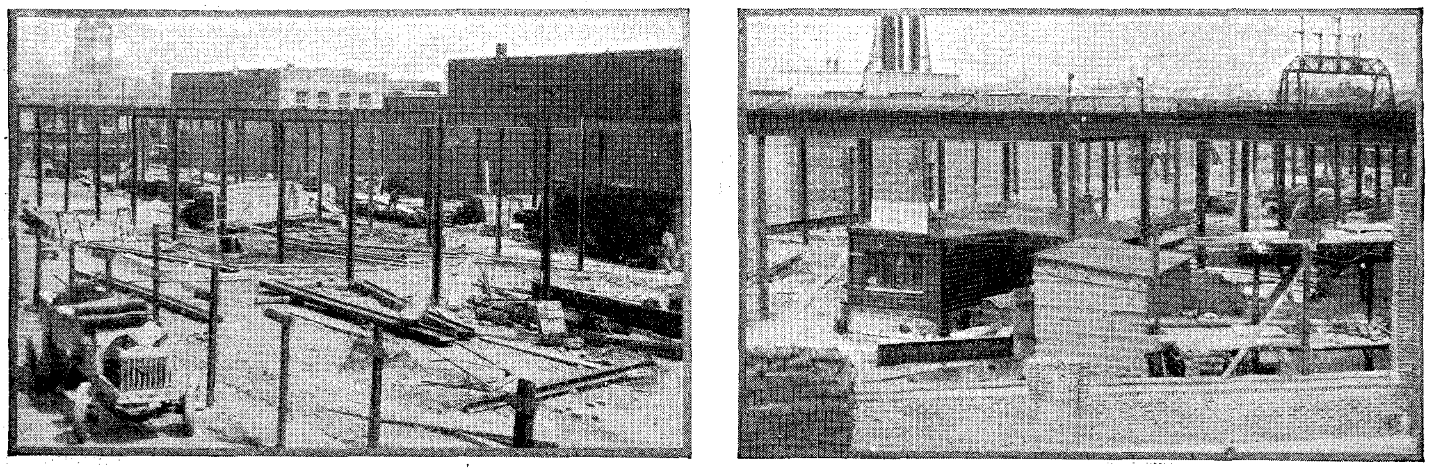
Vigorous and virile—sounder in organization and in the good will of the great truck-buying public than ever, Federal is destined to play a leading part in molding the future of the industry—fated to be among the pacemakers of its achievements.

For that is the spirit of the Federal organization—and that spirit reflecting, as it does, the needs of the nation, records itself indelibly in the achievements of the times.

Federal dealers, everywhere, need more salesmen. The rapidly increasing demand for Federal Trucks must be met promptly by immediate additions to the present Federal sales force. The opportunity to ally yourself with a permanent, profitable business enterprise is yours NOW. See the Federal dealer nearest you or write the Federal factory.

Federal Motor Truck Company, Detroit, Michigan

Another **FEDERAL**



New Federal factories adding over 60,000 square feet to the present factory space are being rushed to completion. In addition to this the Federal Motor Truck Company has recently acquired 60 acres of additional land to provide for future expansion.

MOTORING AND AVIATION
Continued

opened up to the industries of the world. The thousands of men employed in the industry represent tremendous buying-power, which calls more and more for the produce of the farm, the loom, the factory, for the new machines which are ever in the course of production, steel, leather, lumber, rubber, a thousand other commodities. New life has been infused into the veins of American industry through this new demand.

As the manufacture of the passenger-car has broadened the market of other producers it has also increased the productive efficiency of all of its users.

The truth of these statements is emphatically demonstrated by answers to thousands of questionnaires directed to passenger-car users of the United States by the National Automobile Chamber of Commerce.

The replies received indicate that of all the passenger-cars about ninety per cent. are used generally for business, while of the few owners whose chief purpose in the purchase of a machine is recreation, half use their cars instead of the trolley-car while fifty per cent. of the remainder state that the passenger-car has solved their housing problem by permitting them to take homes farther away from the business district. A typical example of recreational use is that of a farmer fourteen miles from town whose family can now enjoy community and social life.

Of the actual mileage of cars on which figures were obtained about sixty per cent. was for strictly business purposes, not including use of cars in place of trolley or railroads or for shopping. The average increase in business productivity due to motor-cars was 56.7 per cent. Translated into working capacity, this means that the six million eight hundred thousand cars in daily use in America add every day the equivalent of over three million eight hundred thousand workers to the nation's productive forces. This is equal to nearly a sixth of all of the wage-earners in America. So the automobile industry has increased America's man-power by one-sixth at a time when man-power is the world's most serious problem.

To carry it one step further, since the number of men employed in the sales and manufacture of passenger-cars, including the making of parts and accessories, is about eight hundred thousand, the industry can fairly claim to have contributed to the nation four times as much as it has cost in man-power.

That this ratio is approximately correct is shown by arriving at it from another basis of reasoning. The number of passenger-vehicles produced last year was one million six hundred and fifty thousand, or the equivalent in working capacity of more than nine hundred and thirty-five thousand five hundred and fifty workers. The number of men engaged in making them was two hundred and thirty-two thousand. Again, the ratio is four to one. Perhaps no other industry can show such a tremendous dividend in productive force as this. Only the most advanced production methods of American genius make it possible.

As for the direct value of the passenger-car to the nation in dollars and cents, any estimates which may reasonably be made reach into figures of a size which only a world accustomed to war-finance could understand. More than one billion dollars is devoted to the manufacture of vehicles alone. The capital invested in the manufacture of parts, accessories, and tires will total about twice as much. Since the nation's wealth is some two hundred and fifty billion dollars, the automobile investment itself is less than two per cent., but it is in the effect which the use of the car has wrought that its real part in the economic and banking fabric of the country is disclosed.

The great steel furnaces find a new market for their product in the production of the motor-vehicle which now uses four per cent. of the country's output. Other raw materials, such as rubber, lumber, leather, cotton, and a score more, are used in like amount, the percentage in such case being an inconsiderable part of the total but in the aggregate adding immeasurably to the industrial activity of the nation.

The automobile industry has been a great aid in the development of our natural resources, such as oil and gasoline. The heavy market which it has created is enabling oil companies to introduce improved refining methods which will in many cases double the amount of gasoline which can now be obtained from oil. Great oil-explorations are being carried on in South America and other undeveloped countries. Attention is also being given to the great supplies of shale rock in our Western States which can be converted to fuel if the needs of the automobile industry should demand it.

Less credit is required in proportion to the business done in most other lines, says the writer. The dealers pay for their cars when the manufacturer ships them, so that the factory's line of credit is cleared before the dealer's line begins. One million dollars in credit to the automobile industry will in general do twice as much as in other lines. Banking has been aided by having a new line of business which has been uniformly profitable. Another point which comes under the writer's consideration is that where the average increase in all commodities as listed by Dun's Index was one hundred and forty-eight per cent. from January 1, 1914, to January 1, 1920, the average increase in the price of passenger-cars ranged from minus four per cent. to sixty-six and two-thirds per cent. on ten leading makes of cars in the same period. Since that time there have been general increases in automobile prices, so that the exact figures should be revised, but we are told that the total will not be more than an average of seventy per cent. against a general commodity advance of more than one hundred and fifty per cent. The higher prices are compensated for by improvement in motor-vehicles. It is, however, in the sociological factors entering into the use of the passenger-car that the writer finds a special interest. He notes that:

> More than one hundred thousand passenger-cars are used daily by physicians and surgeons whose actual physical spheres of labor are thus immeasurably increased. Far more important, already thousands of lives have been saved through the ability of the practitioner to eliminate time and to arrive at the place of casualty or sickness.
>
> According to *The Farm Journal*, two million three hundred and sixty-six thousand four hundred and seventy-five passenger-cars, or about one-third of all of the motor-vehicles in the United States, in June, 1919, were owned and operated by farmers. More important is the fact that nearly two-thirds of all of the new cars made are sold in the country. These automobiles nearly double the farmer's productive force as any one who has been on a farm can see at a glance. Most of them pay for themselves many times in the course of a year, while they last many years.
>
> The trip to town takes from one-half to one-third of the time formerly required when wagons were in vogue. The hours of the hired man and the farmer are thus made more productive while his market is broadened in its scope.
>
> The farm-laborer of to-day can spend his evenings in town if he so desires, thus making life more worth while at a time when farm-labor is a commodity of utmost importance. The farm-wife no longer lives an isolated life. She is able to shop in town, to go to the community-center gatherings, to mingle with her neighbors. The community motor-bus passing by the farm each morning takes the children to school where they study in a modern, commodious structure with well-paid teachers instead of leaving them, as in other days, to the more picturesque but inefficient school with one teacher and intermittent sessions.
>
> Church life is stimulated, as it is found that many can donate funds for one central church where in the past distance made centralization impossible. The borrowing power of the farmer is increased through the rise in farm values due to the greater accessibility and marketing power made possible through the use of the motor-vehicle.
>
> Thousands of salesmen now use passenger-cars. The territory handled by each has been greatly increased and, in like measure, the cost of distribution is cut down, while those living in more remote places have an opportunity to see broader lines of goods.
>
> The banker, the big business man, the professional man, finds his own value increasing in a measure which affords no basis for statistics but which must be of incalculable worth because of the saving in the costly element of time.
>
> Another factor in the use of passenger-cars which is perhaps worthy of comment as affording an index to the effect of the car upon many diversified industries is shown by an inquiry into the telephone business. It was found that in the system centering in Philadelphia alone, for example, there were five hundred and fourteen passenger-cars used by the company. There were six hundred and fifty-six such cars used by the New York City system. Each car used by a line man multiplies the amount of line he can keep in order and enables him to handle breakdowns more rapidly than formerly. Again, there is a social value in the possible protection suggested through the elimination of time in this work.
>
> All subdivisions of the Government, from officials in national life to those in townships, have found the passenger-car of incalculable value in their work.

The householder's problem has been aided toward solution by the automobile, the writer goes on, by enabling him to live beyond the restricted areas. Thousands of acres have been made available

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TRADE
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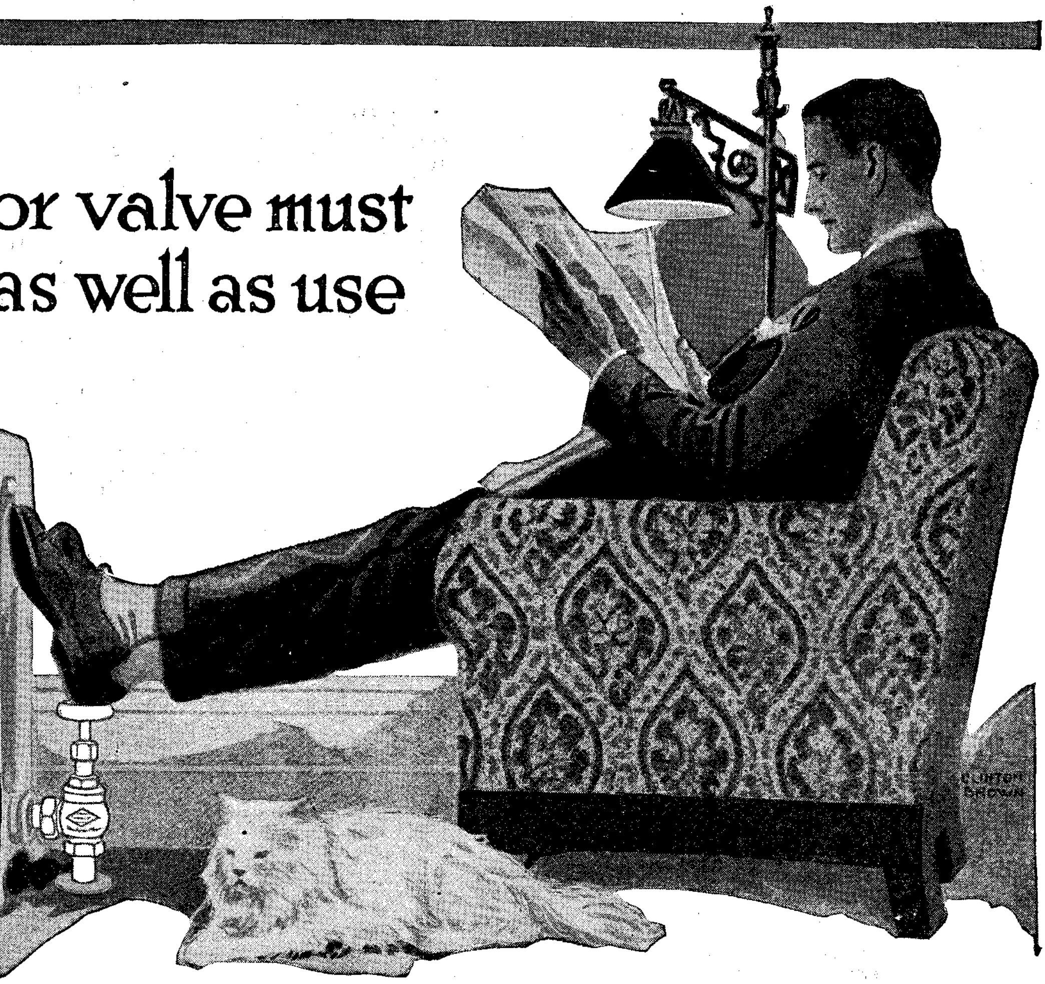
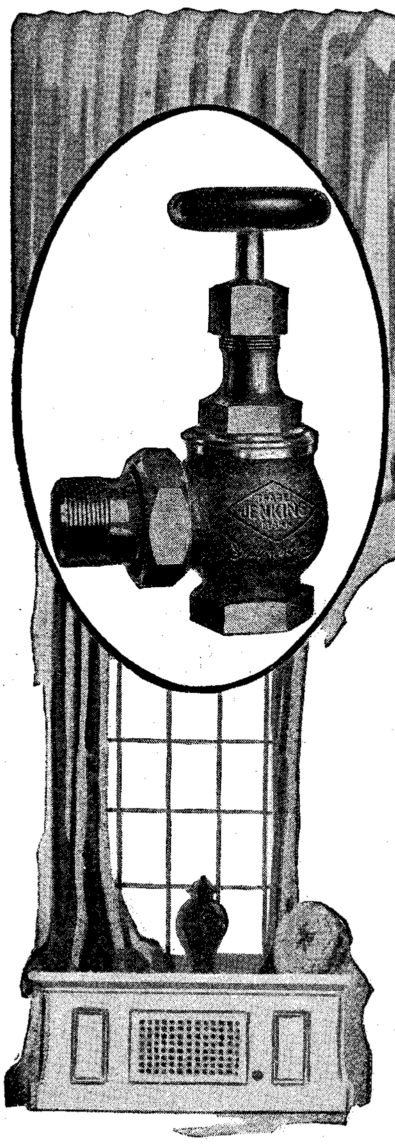
Jenkins Bros

A radiator valve must stand abuse as well as use





For Concealed Radiation Jenkins Radiator Valves are furnished with extended spindles

While no radiator valve is designed for a foot-rest or a "stepping-stone" every one knows that this service is frequently imposed upon valves in the home, office, hotel, factory, and public building. With light weight valves this strain often results in split wheels and bent spindles.

Jenkins Radiator Valves with their unbreakable wood wheels and sturdy manganese bronze spindles are more than equal to the abuse to which valves are often subjected. They are made of the best brass, contain more metal than other valves and are constructed in every part to withstand severe service, rough usage, and careless handling.

Jenkins Valves satisfactorily meet the strains of expansion and contraction of piping under which light valves become leaky and troublesome. They always open easily and close tightly, do not leak, and when once installed can be forgotten as far as trouble is concerned.

A Jenkins Radiator Valve is not a specialty, but a heavy, dependable, satisfaction-giving valve that has been specified for over fifty-five years wherever it has been the desire to have a heating system the best in every detail.

Your architect knows Jenkins Valves. Ask him to specify and see that your contractor installs genuine Jenkins "Diamond Marked" valves for either steam or hot water systems of any kind.

A line dropped to the nearest Jenkins office will bring our interestingly written booklets: "The Valve Behind a Good Heating System" and "Jenkins Valves for Plumbing Service." We welcome inquiries from Architects, Engineers, Plumbers, Steamfitters, Contractors, Building Owners, and from Manufacturers who incorporate valves in their products, for Jenkins Valves are made in types and sizes to meet all requirements in steam, water, oil, air, gas, chemical and other uses. They are obtainable through supply houses everywhere.

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Since 1864

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Why *you* should be interested in oak floors

BECAUSE of its durability; because it takes the finest polish; because it is altogether the most beautiful; because it means everlasting economy, oak is the supreme flooring.

Its exquisite finish, like the luster of rare old mahogany or the richness of antique silver, lifts any room from mere neatness to positive elegance.

Easily and quickly cleaned and polished, it is obviously more sanitary. And compared with the cost of carpets, oak flooring is a welcome economy. It costs less and lasts many times longer.

Where durability and cleanliness are more important than beauty—in offices, schools, hospitals, churches, factories and public buildings—more and more oak flooring is being used each year.

Send for our book about oak floors. It contains much interesting and valuable information. *It tells how to vastly improve your home by laying oak over old, unsightly floors at low cost.* Write today.

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1033 Ashland Block
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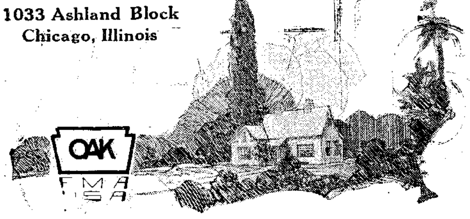


MOTORING AND AVIATION
Continued

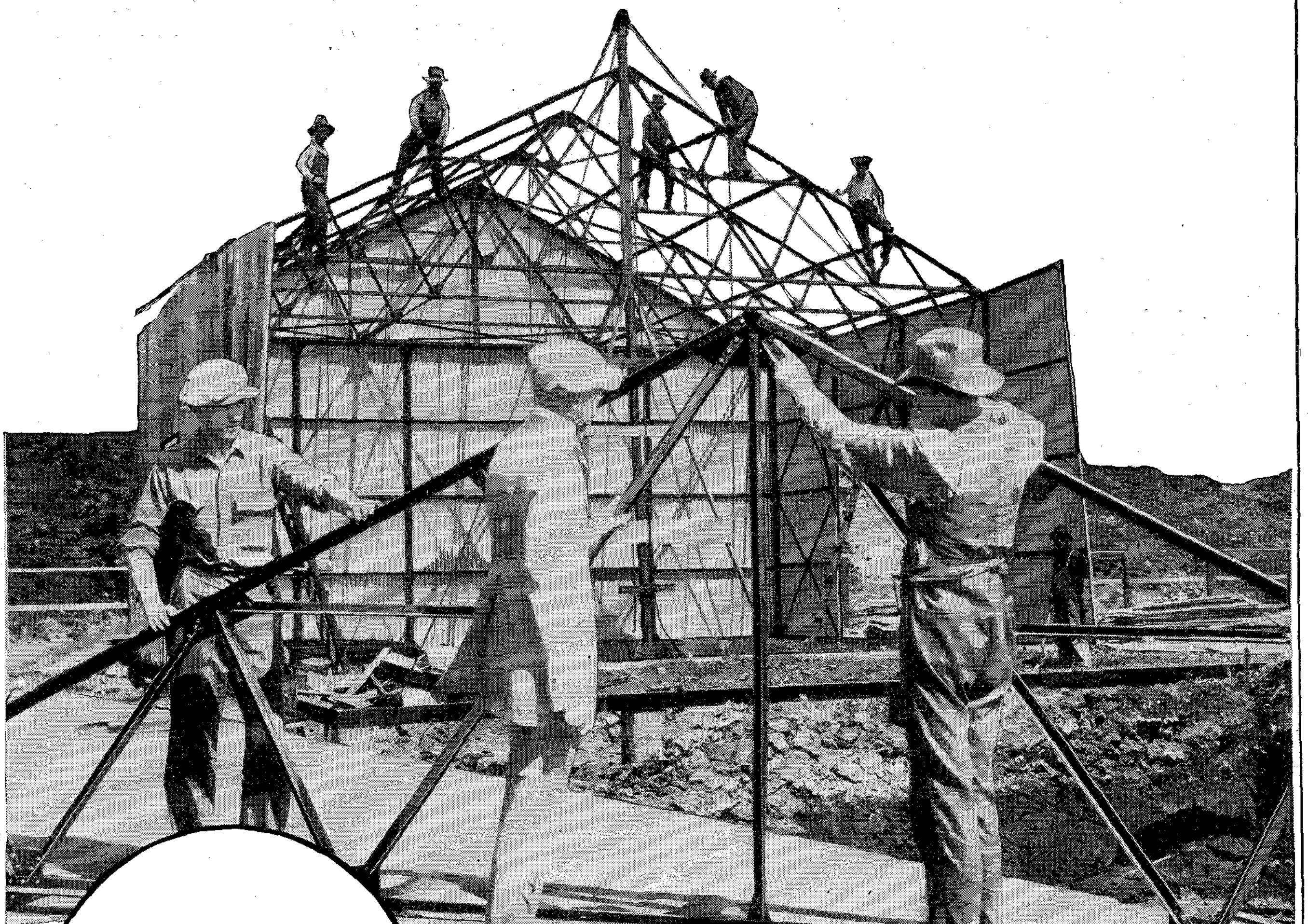
in territory adjoining the large cities, and, because of the quick and easy transportation offered by the automobile, these are being developed into home centers. As for the auto's influence on crime, the writer says:

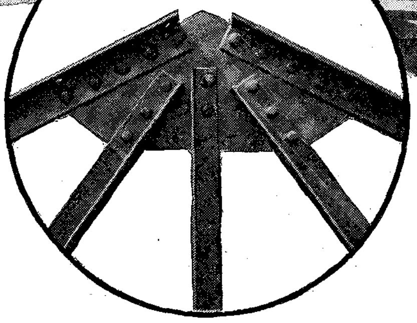
> In rural communities the effect which the appearance of the automobile has had in checking crime has been startling. The community posse no longer depends upon the horse, and the use of the passenger-car in pursuit has been of tremendous value. Indirectly the effect in promoting education and breaking down isolation is gradually eliminating the individual inherently honest whose loneliness has brought about morbidity followed by actual insanity and crime. The automobile is fighting valiantly the great white plague of tuberculosis. Fresh air and sunshine are the most effective preventives and cures for this disease. The automobile is the agency which gives out-of-door life to millions of owners.
>
> From the standpoint of recreation, the passenger-car has done more than any other modern agency to promote healthful outdoor life. By carrying the worker to outlying districts it has caused him to become interested in gardens, in farming. It has given him the opportunity to take up various sports, such as golf, tennis, and other pursuits calculated to increase the health efficiency.
>
> The man of the family no longer takes his pleasure by himself. All members go together on outings. The vacation is spent in the great outdoors, building up stamina and endurance for the work at bench or desk. Life, liberty, and the pursuit of happiness, those inalienable rights of the American citizen granted him by the Declaration of Independence, become living words of reality to the man who owns and operates his automobile.
>
> And as a guaranty of the continuance of those rights, the passenger-car has already played a significant part and will continue to do so with increasing power in the future. The terrible national catastrophe which threatened England when her rail-lines operation was stopt, was avoided through the use of the passenger-car. Starvation, the menace of any government, was prevented through this second line of transportation. Any local or national emergency can be met in the same way with the aid of the automobile.
>
> It is estimated that in 1919 the passenger-cars of the nation carried nearly fifty per cent. more passenger mileage than did the railroads. There are no general figures available for comparison with the trolleys, but the following statement from Philadelphia shows the importance of this figure:
>
> "If the street-cars had to take up the burden now carried by passenger-automobiles, at least a thousand more trolley-cars would have to be operated constantly in that city during the entire business day."
>
> All the railroad and street-car mileage in the United States combined could not take up the burden of traffic which our constantly growing population and industry have generated.
>
> Turning the page to the future of the industry, the past shows us some measure of the coming development of the business. Were the car-market to be confined merely to replacements, over one million new automobiles would be needed annually. But our population is growing, our industries are growing, and there is a foreign development ahead undreamed of in past transportation movements. Undoubtedly there will be fluctuations in this development, but they will be due largely to general economic conditions, and even these will tend to be stabilized by the increasing use of the motor-vehicle and its consequent effect upon other industries, upon the cost of living, which will be appreciably lowered as our distribution improves.
>
> In fact, the passenger-car is a new unit of transportation which has acquired a definite, permanent place, not only in America, but the world over. What the railroad did for the mass, it has done for the individual and the family. The passenger-car points the way to the development of the vast potential resources of the world. It spells increased efficiency, higher standards of living, lowered costs, closer contact between men and nations.

BAD MOTORING MANNERS THAT LEAD TO PRISON OFFENSES

IF motorists will examine their manners with a microscope they may learn something to their advantage. The road-hog is the greediest animal extant, wild or domestic, and he is often concealed under a pleasing exterior. The motorist who tries to avoid the eye of a traffic cop and thus break, or bend, a traffic regulation, is as common as the commonest variety of automobile. In addition to running the risk of appearing before a glowering magistrate in a somber police court, these bad-mannered motorists run the greater peril of causing accidents which may cost lives. And the car-driver, man or woman, who looks on traffic policemen as born and natural enemies, is committing an error which might properly debar him from ever after sitting at a steering wheel. All of which is by way of general comment from those who not only own and drive cars themselves, but have sat on the side-lines and watched their friends. Leslie V. Spencer, writing in *Motor Life*, brings the matter to a head when he quotes a traffic policeman as saying that the two chief faults of drivers is that they do not look where they are going, and that they assume a domineering attitude and take the stand that the traffic squad is made up of a bunch of hold-up men who must be outwitted at every turn of the road. As a matter of fact, the traffic policemen are paid to look after the interests of everybody, which includes motorists themselves. But how many there are who like to take a chance of "putting one over"! How many there are who can not resist the impulse to "hit her up" if there is no wary cop dangling a convenient club near by! There are many, also, who do not familiarize themselves with traffic regulations and who pay no attention to the generally accepted rules of good driving. For instance:

> Take the case of the woman-driver who shot across the avenue from a side street, barely missing a couple of cars, the drivers of which were not expecting any such ma-





The enlargement shows the Stefco hot riveted construction used throughout; the same as used in the heaviest engineering jobs—bridges, skyscrapers, etc.—a real engineering feature that means strength, rigidity and permanence.

> *A Large Foundry Company Writes:*
>
> *"We purchased our first Stefco building in February, 1920. It is a building 20 ft. wide by 60 ft. long. We are using it for storage. The building was very easily erected; all the trusses and side walls were received in good condition and so numbered that ordinary workmen could erect the building.*
>
> *"At the time we bought the building we made comparison of the cost of Stefco buildings and other buildings of similar sizes, of wood and brick, and found the Stefco building cheaper.*
>
> *"The three outstanding features which influenced us to buy the Stefco building were its ease of erection, low cost and ease of moving if it ever became necessary for us to move from one location to another."*

Give Your Business the Chance It Has Earned At a Price It Can Afford To Pay

LABOR and material conditions and "cost-plus" methods have put ordinary building construction out of reach. And yet, to take care of your growing business, you must expand to meet the demands of trade—which means prompt deliveries. You must provide facilities to render service to hold this trade.

Manufacturers today are solving their building problems with Stefco buildings. They are *real* structural steel, of the rigid mill type, brought down to one-story size and made sectional, flexible and adaptable, in sizes for every industry.

Eliminate "Cost-Plus" Building Hazards

Stefco buildings are erected to specifications that identify every cost—the *whole* cost—in your building operations. In these days of prohibitive prices, you can eliminate the "cost-plus" method under which most structures have to be planned. With Stefco you know exactly what you are buying and the erection chart, with every part numbered, enables you to erect in a few hours or a few days, with skilled or unskilled labor.

In writing for illustrated catalog, you will save time by mentioning to what use you will put the building, with approximate width, length and height of side-walls. Our service in helping you solve your building problem is FREE.

Steel Fabricating Corporation

NEW YORK, N. Y.
1270 Broadway
PHILADELPHIA, PA.
407 Finance Bldg.

PITTSBURGH, PA.
802 Fulton Bldg.
CLEVELAND, OHIO
707 Union Bldg.

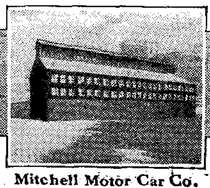
ST. LOUIS, MO.
2154 Ry. Exchange Bldg.
MEMPHIS, TENN.
211 Baltimore Bldg.

BIRMINGHAM, ALA.
720 Brown-Marx Bldg.
HOUSTON, TEXAS
2603 Stanford St.

CHICAGO, ILL., 1550 McCormick Bldg.

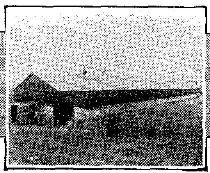
FACTORIES: HARVEY, ILL., CHICAGO HEIGHTS, ILL.

Rosenbaum Bros.
Chicago, Ill.



Mitchell Motor Car Co.
Racine, Wis.

STEEL FABRICATING CORP. TRADE STEFCO MARK HARVEY, ILL., U.S.A.



T. A. Gillespie Co.
New York, N. Y.

Nucoa Butter Co.
Chicago, Ill.

MOTORING AND AVIATION
Continued

neuver. Altho there was no traffic officer at this crossing, a patrolman saw her do it and hailed her to the curb, after she had miraculously reached the other side in safety. Her argument was that she had as much right on the streets as the other fellow, and she didn't see why it was not incumbent upon other drivers to watch out for her just as much as it was up to her to watch out for them. Right-of-way streets meant nothing to her. The patrolman thought she needed some lessons, so he gave her a summons to appear in the traffic court the next day. There she told the magistrate her story, and since that gentleman was unable to convince her of the wisdom of the main throughfares having the right of way over intersecting streets, he charged her twenty-five dollars for the time he had spent on individual instruction and let her go. It is to be hoped that this woman sees the light before she has a collision as the result of her foolish attitude.

It wouldn't do any city driver any harm to go into conference with himself and examine his motoring conduct to assure himself that he is not violating any of the traffic rules. He should read over the regulations and make certain that each is thoroughly understood. Then he should put the binoculars on his motoring manners to assure himself that he is doing as he would be done by when he is driving. After he has satisfied himself that he is a good motorist, knows all the rules of the road and all the traffic laws—then he can call the other fellow names when the o.f. does something annoying or nearly gets him into a smash-up.

How foolish a fellow feels when he somehow or other does the wrong thing, gets half-way across the intersecting street, and then hears a gruff voice yell: "Hey, back up there," to the accompaniment of a few shrill blasts from a police whistle. The bluecoat walks over to the car, and inquires in no uncertain terms what he is trying to do, if he can't understand the English language, and where he came from, anyway. After a few admonishings the offender is sent on his way, all the meekness in the world in the attitude he assumes in leaving that spot.

All of which mortification is unnecessary if the motorist knows and adheres to the regulations and applies some common sense to his driving conduct. Even in strange cities one need have no trouble if he adheres strictly to the rules that are in force in his own home city. Many complain that the lack of uniformity of city traffic regulations is a great handicap to the tourist, and while there is a great deal of justice in this, still at the same time the main common-sense regulations are applied almost everywhere, and they will get the driver "by" until he encounters a policeman who can inform him of the peculiarities of the local regulations.

The other day I saw a car bearing a Louisiana license-plate get reprimanded because the chauffeur had driven by a street-car on the left side. The street was clear and no mishap attended the stunt, but at the same time it is against the New York ordinances, hence the car was stopt. It developed that there is an ordinance in New Orleans, from which city the car came, making it illegal to pass on the right of street-cars, it being obligatory to go by on the left side whenever there is a clear passage. Of course this extreme case is not often encountered, but it indicates the wide variation in regulations in some instances.

However, if one follows the rules which common sense dictates, almost any city's streets may be safely negotiated. One of the fundamental rules is that requiring the driver to hold out an arm as a warning to the car behind of an impending stop or turn. The driver behind should receive the warning at least half a block ahead. A common fault is to take the eyes off the road to look down at the gear shift when changing speeds. This may be the cause of an accident; a driver should be so well acquainted with gear shifting that it is second nature to him. It is also a common mistake to follow too closely behind another car. Sudden slackening or stopping of the car in front is almost bound to bring on a collision. A good rule suggested is that one should not get closer than a car's length to another vehicle. But—

The city driver must always expect the unexpected, such as the youngster on roller-skates who darts out into the street in front of the car, thinking entirely of the piece of ice he has just grabbed from the ice-wagon and giving no thought whatever to the fact that he is in the middle of the street. Then quick thinking and control of the car are essential.

Most cities have an ordinance which regulates the conduct of motor-cars when driving alongside of street-cars when passengers are getting on or off. New York, however, has no such regulation, but this is a safety measure that is necessary in many places. The driver who is not sure of his ground should stop behind the trolleys, and then if the particular city he happens to be in has such an ordinance he is safe. If it hasn't, no harm can come of the precaution, anyway. Usually the regulation stipulates staying about eight feet behind the stopt traction car. Entering an unfamiliar city, this is one of the first things about which to ask a traffic officer, for the authorities are usually very strict about this pet regulation if it is on the statute-books.

A traffic expert tells me that one of the commonest mistakes which the old-timers make is to cut the turn too short when swinging to the left from one street into another. The right turn is easy enough to do, for then the car can hug the curb closely all the way around. But in making the left turn, a wide arc should be described, so that in the event a car is coming along in the opposite direction from that in which the turning car is heading, the oncoming vehicle is given sufficient room. While it is perfectly obvious to all good drivers that they should work over to the vicinity of the curb when intending to turn into a side-street a few blocks farther on, nevertheless I have seen many drivers wait until they just about reach the street they intend to turn into before they cross over from a position somewhere near the center of the street they are leaving, thus running in front of vehicles going straight ahead. This, of course, applies to right turns. The car which contemplates a left turn should maintain a position somewhere near the center of the street from which it is turning, for the same reason that it will in this case also disturb the least number of other cars going straight ahead.

I recently read a newspaper account of a peculiar accident which illustrates another point I want to bring out. Several cars were lined up at a crossing while traffic was proceeding in the other direction. Suddenly one of the cars in the line leapt forward and struck a couple of pedestrians who happened at the moment to be crossing in front of it. The driver explained afterward that he had put his gear lever in low speed preparatory to moving forward when the traffic officer gave the signal, and was holding the clutch out to keep the car at rest. His foot accidentaly slipt off the pedal and before he could act the car had dashed half-way across the street.

It is best to leave the gears out of mesh and the lever in neutral until time to move. The other method perhaps makes for a slightly quicker getaway, but it is not safe when pedestrians are passing directly in front of the car, as they must at crossing.

Another point which the motorist should not overlook is that the fire apparatus and the ambulance always have the right of way in any man's town. When the clang of the rushing vehicles is heard the careful driver should waste no time in getting over to the curb and stopping until the apparatus has passed. There is no safety in any other procedure, altho some severe accidents have been caused by the failure of drivers to recognize this fact.

In the last analysis, driving a car is something like swimming. You either swim or you don't swim. There is no middle ground. So it is with a car. You either drive properly, or you don't drive at all—not for very long.

THE SPIRIT OF THE OLD "PONY EXPRESS" NOW CARRIES THE AIR MAIL

"THIS venture is simply inviting slaughter upon all the foolhardy young men who have been engaged as riders." Such was the sober pronouncement of a Pacific coast newspaper in 1860, when the opening of the "Pony Express" was announced. There were the terrors of the trail to be encountered, an almost continuous breakneck speed to be maintained in carrying the mails from the outposts of the East to the hinterland of the West. An advancing age had demanded quicker delivery, even as to-day we see the aerial express supplanting the railroad in bearing dispatches. Despite the warning of the sober-minded newspaper, the Pony Express was inaugurated, and, says the New York *Evening World*, it "succeeded in performing a great service until supplanted by the telegraph." And even then the Westerners were loath to have the service abandoned. We have had similar warnings concerning the dangers of aerial-mail delivery. Casualties occur, but the pilots persist. So was it in the time before the telegraph, when the pony-riders ran risks which to-day are unknown. *The World* gives an interesting account of the older service:

In 1860 the firm of Russell, Majors & Waddell determined to open the service. In two short months they arranged the route and provided equipment for the one thousand nine hundred and sixty-six-mile trail over the wilderness of prairie, desert, and mountain that separated St.

THE trousseau!—if it should become lost or damaged, it is a misfortune not to be measured by any ordinary standard.

Honeymoon tours seem almost to demand Indestructo Trunks—for the protection they give against damage or loss; for the assurance they offer against rumpling and wrinkling of their contents; for the real beauty and daintiness of their linings and appointments.

Especially appropriate styles are made for brides and bridegrooms—ideal wedding gifts.

NATIONAL VENEER PRODUCTS CO.
INDESTRUCTO INSURED TRUNKS; N. V. P. TRUNKS
MISHAWAKA INDIANA

INDESTRUCTO

Insured INDESTRUCTO Trunks

Trunk Makers

Modern N.V.P. Trunks

A Prize Contest for Valspar Users—

The famous Valspar boiling water test

Of course there are many uses for Valspar that everybody knows about—

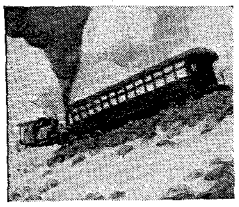
On floors and furniture, on all varnished surfaces, indoors and out, in homes, hotels, theaters, schools and offices, the superiority of Valspar is being demonstrated every day.

On airplanes rushing at terrific speed through mist and clouds, biting cold and blazing heat of the sun, Valspar has impressively proved its wonderful flexibility and waterproof qualities.

On speed boats, sailing yachts and craft of all kinds, Valspar, being waterproof, is recognized as the *one* varnish for marine use.

Other Uses for Valspar

But there are many other practical uses—more unusual ones, perhaps, that lots of people might never think of—where Valspar saves money, improves appearance, and greatly increases serviceability.



A Valspar test in the clouds! The cars of the Pike's Peak Railway are exposed to rain, snow, hail and mist and to extreme temperature changes. Valspar has proved the only varnish that can thoroughly protect them.

The Railroads are Big Valspar Users—Exposed to every shift and change of weather—standing up under rain, snow, fog, wind, and sun—Valspar Varnish has made good on a 100% basis as a railroad varnish on cars, engines and tenders. Valspar is weatherproof, waterproof and almost wearproof.

Baby Carriages—A Valsparred baby carriage is easily kept fresh and clean, as it can be washed freely.

Fireless Cookers—Hot steam has no effect on Valspar.

Draining Boards—Hot, soapy water cannot make the wood rough and splintery, if it's Valsparred.

Floor Coverings—Valspar preserves new Linoleum, Congoleum and Oil Cloth, and renews the life and appearance of these materials after many months of hard wear. It brightens the colors and makes the floor-covering last longer.

Oilskins—Especially when they begin to dry and crack, can be made better than new and absolutely waterproof with Valspar.

Window and Door Screens—Valspar keeps the wire from rusting and the frames like new.

Trunks—Valspar will keep your trunk from looking shabby and also waterproof it.

Wicker Furniture—Porch and garden furniture that is Valsparred is not affected by sun or rain.

Golf Clubs—Valsparring keeps the shafts springy and moisture-proof and prevents the thread windings from raveling.

Refrigerators—Valspar is exceptionally effective for refrigerators and iceboxes because it is proof against moisture and temperature changes.

Canoes, etc.—Valspar preserves and protects canoes, paddles, oars, baseball bats, bowling alleys, balls and pins, croquet sets, skis and snow-shoes.

Fishing Rods—A coat of Valspar will double the life of bamboo, wood or metal rods. Creels also.

Tennis Rackets—Valspar makes the strings moisture-proof and protects the frame.

Shoes—An occasional coat of Valspar makes shoe soles wear twice as long and absolutely keeps the dampness out.

Gun Stocks—The smooth finish of gun stocks is preserved by Valspar.

But we want to learn still more ways in which Valspar has been used successfully. There must be lots of them. If you know of any, here's your chance.

88 Cash Prizes

Do you know from experience of any use for Valspar not mentioned in this advertisement? If so, tell us about it and try for a prize.

We offer cash for new Valspar uses. The 88 suggestions which in the judgment of the Prize Award Committee are most interesting and best suited for advertising Valspar will be awarded the prizes as follows:—

One Prize of	$100
Two Prizes of	50 each
Five Prizes of	20 "
Ten Prizes of	10 "
Twenty Prizes of	5 "
Fifty Prizes of	2 "

Conditions of the Contest

The only conditions of the contest are:—

1. Valspar must actually have been used, prior to September 15th, 1920, under the circumstances and with the results you describe.
2. You must give the name and address of your local paint dealer.

Just write us a letter setting forth the facts in your own words.

Today is the best time to do it. All replies must be in by December 1st, 1920.

VALENTINE & COMPANY
Largest Manufacturers of High-grade Varnishes in the World
ESTABLISHED 1832
450 Fourth Ave. New York City

VALENTINE'S VALSPAR
The Varnish That Won't Turn White

Joseph, Mo., the western terminus of the telegraph, from Sacramento, Cal.

Dotted along this stretch of wilderness trail were frontier relay stations at intervals of from ten to fifteen miles, where the speeding riders changed mounts and hastened onward astride a fresh horse. Each rider covered a distance of from seventy-five to one hundred and twenty-five miles, much of the way on a dead run.

Previous to 1860 the time of the fastest mail-stages had been about three weeks. When the service opened the schedule of the Pony Express allowed ten days in summer, twelve in winter, to cover the two-thousand-mile trip. This was later cut to eight and ten days.

At first there were one hundred and ninety stations, four hundred station-men, eighty riders, and four hundred and twenty "ponies."

As a matter of fact, few "ponies" could qualify. Most of the mounts were of well-bred racing stock and cost an average of two hundred dollars each, a high price for that period.

Reading a history of the Pony Express is well worth the time of any American proud of the deeds that made possible the development of the West. Riders and station-men endured dangers well-nigh unbelievable. But the Express went through on schedule. This came to be almost a religion to the men in the service.

It is a matter of proud record that only one mail was lost in the sixteen-month life of the service. Only one rider was killed outright by Indians while carrying the mail. This was not from any lack of hostility but because the fine quality of the "ponies" enabled riders to escape Indian pursuers.

Station-men and riders off duty did not fare so well. They had to stay and fight it out. More than one rider, seriously wounded, stuck to his mount until he reached a station where another man could speed the dispatch-bags.

In sixteen months the riders traveled a distance of six hundred and fifty thousand miles at breakneck speed. The fastest time ever made was seven days seventeen hours, in March, 1861, when the riders carried the inaugural address of Abraham Lincoln.

Russell, Majors & Waddell lost about two hundred thousand dollars before the service was discontinued, in October, 1861, when transcontinental telegraph service was established.

The air mail is dangerous, but in many respects not as dangerous as the Pony Express. The object is the same, to expedite intercommunication. Pioneer work in this field has always been dangerous. Yet always it has been done. It is America's proud boast that nowhere has effort of this sort been more persistent or more successful than in the broad reaches of the United States.

Whether battling with Indians or with the elements, Americans have always been ready to take daring risks to speed the news.

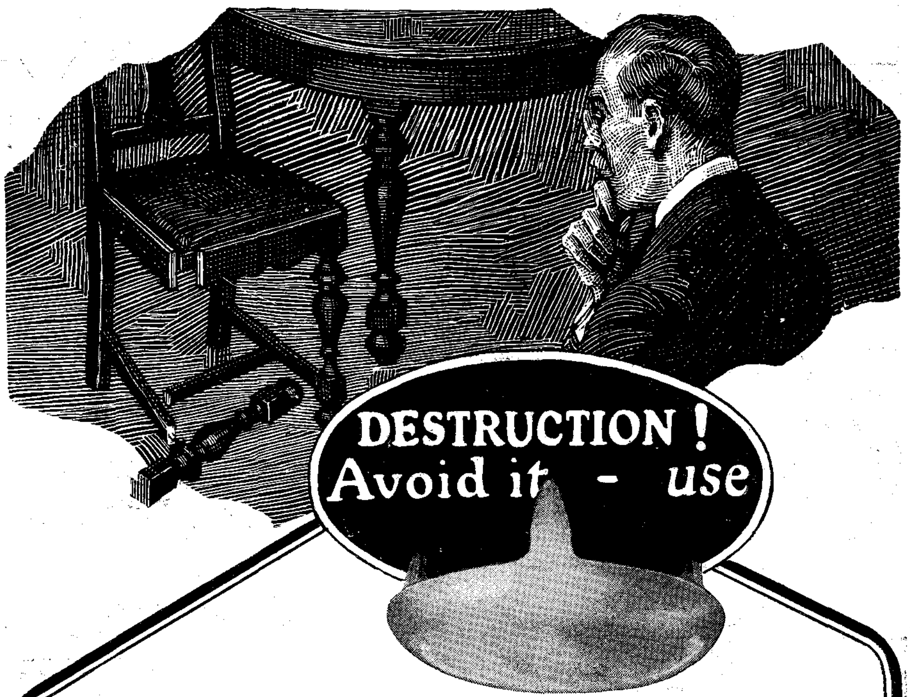
The mail-fliers of 1920 are following the intrepid example of the couriers of Revolutionary times, the Pony Express riders, the frontier telegraph linesmen, and the railroad builders.

They are worthy successors.

But the mail-fliers are numbered with

the Express-riders in the complaints elicited in their behalf that their service is too dangerous. And the complaint meets with the same argument called forth in the days of the Pony Express—that the saving in time and money and the promotion of a commercial proposition are worth the sacrifices entailed. In a letter to *The Sun and New York Herald* the Second Assistant Postmaster-General, Otto Praeger, takes issue with that paper on its statement that "Burleson's Deadly Fad" is not worth the sacrifices made. Says Mr. Praeger:

> In this *The Sun and New York Herald* runs counter to the judgment of the world's progressive spirit as demonstrated by the extensive aerial mail operations by England, France, and every other enlightened European nation.
>
> Commercial aviation, which has received its principal encouragement and development through the air mail, is a thing apart from military aviation. The requirements in the way of equipment and methods of administration are widely different from the requirements for military use. Each has contributed signally to the developing of airplanes and their uses and has brought much nearer the day of universal personal and commercial use of the airplane.
>
> The erroneous impression which one of your editorial articles seeks to leave, in the announcement that "the saving to the Post-office Department by not using railroads was two thousand two hundred and sixty-five dollars last year," emphasizes the great advance made in practical and economical use of the airplanes by the air-mail service. The sum has reference to the savings in the first experimental work of the air-mail service during the previous fiscal year. The saving on the route between Washington and New York alone during the fiscal year which closed June 30, 1920, was forty-two thousand five hundred dollars over the train service, and advanced the delivery of New England night mail to Washington from a morning delivery to an afternoon delivery of the previous day. In other words, if the air mail ceased to-day, the Post-office Department would have to put on train service costing forty-two thousand five hundred dollars more than the air-mail service, and affecting delivery of between twelve thousand and fourteen thousand letters, daily, to-morrow morning instead of this afternoon. The savings in money and time by the route between New York and Chicago are immeasurably greater. It is hardly fair to speak of the saving of a few hours in time between two points by airplain over the train in the matter of mail delivery, when the saving of those hours means the advance of the delivery of the mail to the addressee by twelve to sixteen hours. The commercial interests of the country are the best judges whether the receipt of mail by airplane this afternoon instead of by train to-morrow is a negligible saving, and their verdict is found in a wholehearted cooperation which the business communities to which the air mail operates have given to this effective service.
>
> The sacrifices made in the development of aviation to develop it into a practical commercial proposition, as well as to enable it to function better as a military arm, have been carefully considered by all progressive nations and by every man who has been or still is connected with aviation. They have full knowledge of what the air



FURNITURE equipped with Domes of Silence *lasts longer.* Here's why: when moved across the floor, it *glides smoothly and easily.* Its joints are not wrenched open by the severe jolts and jars that "slideless" furniture is subjected to.

And the rounded, smooth steel surface of Domes of Silence prevents ripping of rugs—marring of carpets—scratching of floors.

From the lightest wicker chair to the heaviest table or dresser, every piece of furniture is improved in utility and appearance by Domes of Silence.

When Buying Furniture—

look to see if Domes of Silence are on every leg. Their presence assures you that manufacturer and dealer have guarded quality to the last detail.

For the furniture now in your home, get Domes of Silence at any hardware, department or variety store. A few hammer-taps attach them.

DOMES of SILENCE

A mark of BETTER Furniture regardless of its cost

AUTOMATIC

Proved Every Day

The confidence that comes from knowing that every figure on the books is correct *every day* is a prominent benefit of Burroughs mechanical bookkeeping.

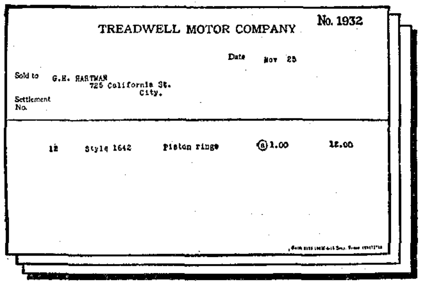
You have PROOF that every charge, all cash received and all credits have been posted—and the *right amount*—

That postings agree with *total sales* or *charges* for the day—

That each ledger is in absolute balance—

That your master control, or controlling control, of all your ledgers is in balance with your general ledger figures.

SALES SLIPS



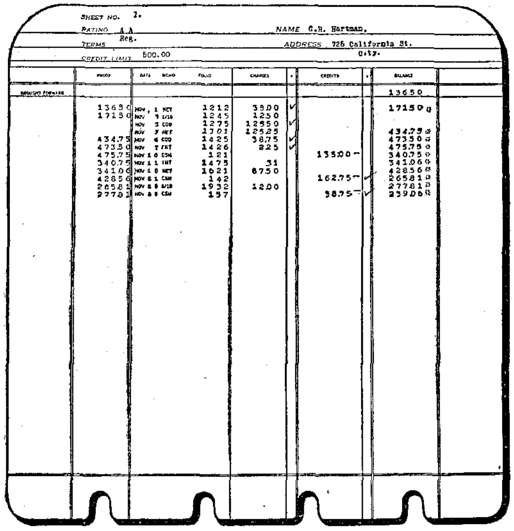
TREADWELL MOTOR COMPANY No. 1932

Sold to G.H. Hartman 725 California St. City.

Date Nov 25

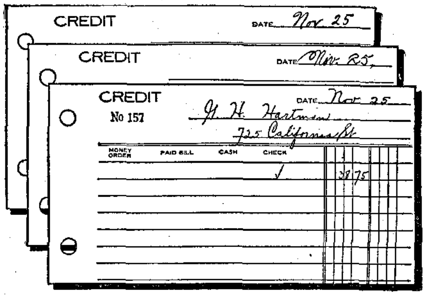
12 Style 1642 Piston rings @1.00 12.00

CUSTOMERS' LEDGER



Name G.H. Hartman, Address 725 California St. City. Credit limit 500.00

CASH SLIPS

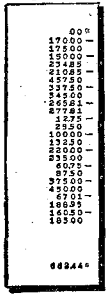


CREDIT Date Nov 25

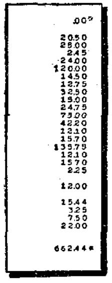
CREDIT Date Nov 25

CREDIT No 157 G. H. Hartman 725 California St. Date Nov 25

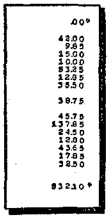
DAILY PROOF OF POSTING SALES



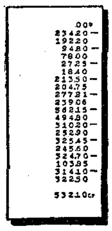
TOTAL DAILY SALES



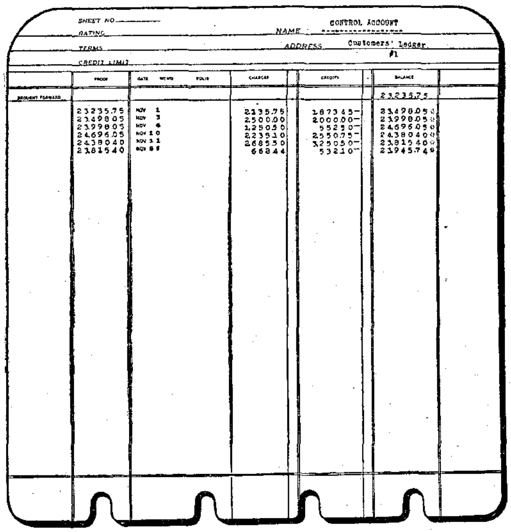
TOTAL DAILY CASH RECEIPTS



DAILY PROOF OF POSTING CASH

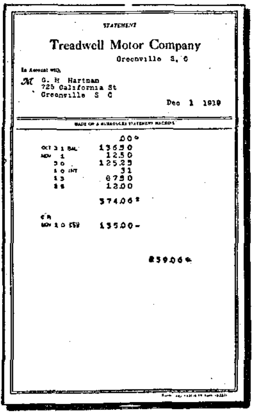


LEDGER CONTROL



Control Account Customers' Ledger #1

STATEMENT

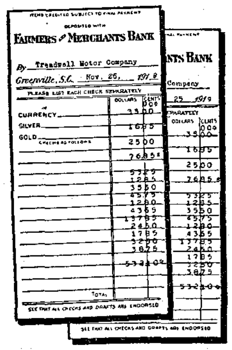


Statement Treadwell Motor Company Greenville S. C

G. H. Hartman 725 California St Greenville S C

Dec 1 1919

DEPOSIT SLIP



Farmers & Merchants Bank

By Treadwell Motor Company Greenville, S.C. Nov. 25, 1919

ADDING-BOOKKEEPING-CALCULATING

A-B-C

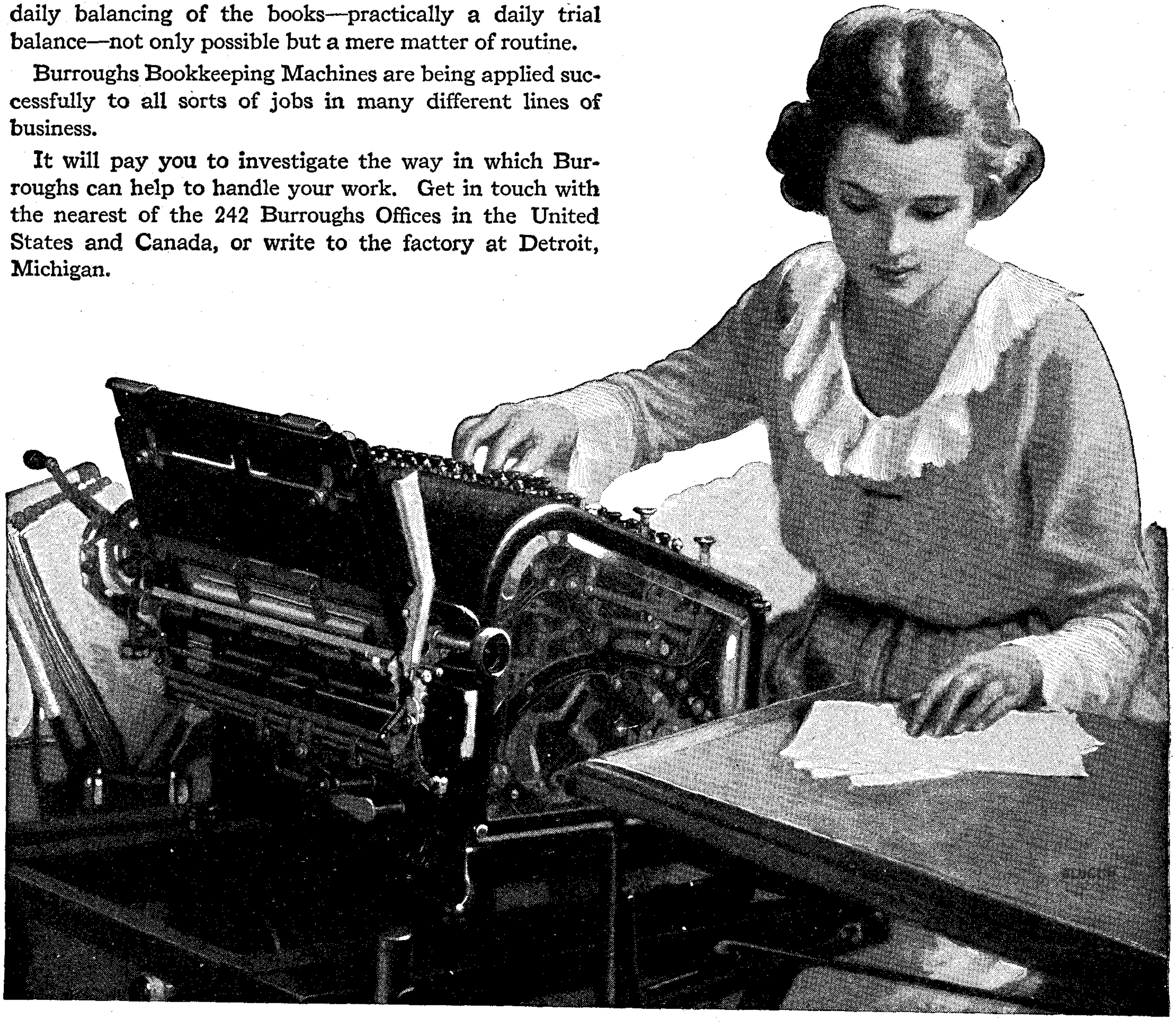
BOOKKEEPING

The Burroughs Bookkeeping Machine automatically prints dates, ciphers and punctuation. Three-character descriptive symbols print as one. Debits are added, credits subtracted and balances computed and printed—all automatically.

Thus the operator is protected against time and money wasting mistakes by the many features of the machine itself; in addition, various methods of proof are provided, depending on the kind of work handled, which make the daily balancing of the books—practically a daily trial balance—not only possible but a mere matter of routine.

Burroughs Bookkeeping Machines are being applied successfully to all sorts of jobs in many different lines of business.

It will pay you to investigate the way in which Burroughs can help to handle your work. Get in touch with the nearest of the 242 Burroughs Offices in the United States and Canada, or write to the factory at Detroit, Michigan.



Burroughs Bookkeeping Machines enable bookkeepers to do more work, and do it more quickly, neatly and accurately than by pen-and-ink methods.

MACHINES FOR EVERY BUSINESS

Burroughs

MOTORING AND AVIATION

Continued

mail has contributed in the way of making equipment stronger, safer, and better for every-day flying, and their judgment is that the comparatively few casualties in the air-mail service justify the splendid work that the air mail is doing, just as the judgment of the business communities justifies the work of the air mail in the greater expedition of the movement of mail.

A WORLD-WIDE LEAGUE TO PROMOTE FLYING

PLANS for the organization of the largest aeronautic body in the world have just been completed. It will be known as the Aerial League of the World, an international aeronautic association with affiliations in nearly every country on earth. The main purpose of the organization is to promote aerial navigation as a means of transportation. The first aim will be to make aviation more safe, among other things, by encouraging improvements in machine construction and the establishment of proper landings. Temporary headquarters of the League have been established at 280 Madison Avenue, New York City, pending the selection of a suitable club-house. The general purposes of the League are set out in *Flying* (New York) as follows:

1. To encourage the use of aircraft for all purposes throughout the world.
2. To promote safety in aerial navigation and in the construction of aircraft, aerodromes, accessories, etc.
3. To encourage and urge the establishing of suitable landing-places for aircraft all over the world and standardize said landing-places and equip them with standardized lighting and signaling devices and guiding lights to facilitate aerial navigation.
4. To cause and urge the establishing of recognized airways throughout the world to interconnect aerially all the world's commercial centers, and wherever aircraft can solve problems of transportation.
5. To provide a scientific and practical solution to the difficult problem of operating permanent aerial transportation lines at night and in fogs, over fixt routes, without danger of collision to aircraft flying in opposite directions, by bringing about the adoption of airways eighty miles wide, which will permit aircraft, by keeping to the right, to avoid collision even if they should deviate from their course, owing to wind drift.
6. To establish a protective organization which will undertake to protect airmen legally in securing national and international legislation and the adoption of proper rules of the air and regulations to govern aerial navigation and to protect the interests of owners and users of aircraft against unjust and unreasonable legislation, and to maintain the lawful right and privileges of owners and users of all forms of aircraft whenever and wherever such rights and privileges are menaced, as, for instance, in preventing the adoption of restrictive aerial laws, discouraging overcharging when airmen damage property, prosecuting persons for wilfully placing obstructions on aviation fields, or crowding aircraft landing-fields, extinguishing guide lights, destroying landmarks, selling watered gasoline to aviators, selling inferior hydrogen and gas to balloonists, etc.
7. To standardize aircraft insurance rates and insurance adjusting.
8. To establish aeronautic information bureaus throughout the world.
9. To study the possibility of air travel in different countries and prepare maps of airways.
10. To establish a clearing-house of aeronautic activities where people interested in aerial touring, commercial aerial transportation, and air travel can get practical information and assistance.
11. To organize aerial exploration and surveying expeditions.
12. To cooperate with aerial leagues, aero clubs, and other organizations, aerial transportation companies, travel agencies, chambers of commerce, manufacturers, and other established organizations to carry out the above-mentioned purposes and advance the science and art of aerial navigation.

Affiliated with the Aerial League of the World are sixty committees and commissioners throughout the world, as well as the following aeronautic organizations:

The Pan-American Aeronautic Federation, which was founded in 1915 and directs aeronautics in South and Central America; the Aerial League of America, which is the largest aeronautic membership organization, having six thousand members; the Aerial Touring Association, which specializes in aerial tours; the Aerial League of Cuba; the National Aerial Coast Patrol Commission, of which Capt. Robert A. Bartlett, the famous explorer, is chairman, and which was responsible for the organizing of the Aerial Coast Patrol Units in 1916–1917, which gave two hundred trained naval aviators to the United States Navy when the United States entered the war; the Associated Aviation Clubs of Ohio; the Aerial League of the Pacific Slope; the Aero Club of Southern California, and other aeronautic organizations.

The president of the League is Maj. Charles J. Glidden, the founder of the Glidden Automobile Tours, a pioneer in aeronautics since 1905 and acting chairman of the contest committee of the Aero Club of America. Major Glidden wrote to the president of the International Aeronautic Federation the following explanation of the new organization's policy:

To the President of the
Fédération Aéronautique Internationale,
35 Rue François I., Paris, France.

Dear Sir,—In accepting the presidency of the Aerial League of the World, I do so with the purpose and determination that the League shall in no way be a competitor or usurp in any manner the prerogatives belonging to your high and distinguished organization and affiliated clubs.

On the other hand, it will be the policy of the Aerial League of the World, its affiliated leagues and organizations, to work in perfect harmony with you and in a spirit of cooperation, recognizing that your Federation and its affiliated clubs are to be dealt with in the arranging of aeronautical contests which must come under the rules prescribed by you.

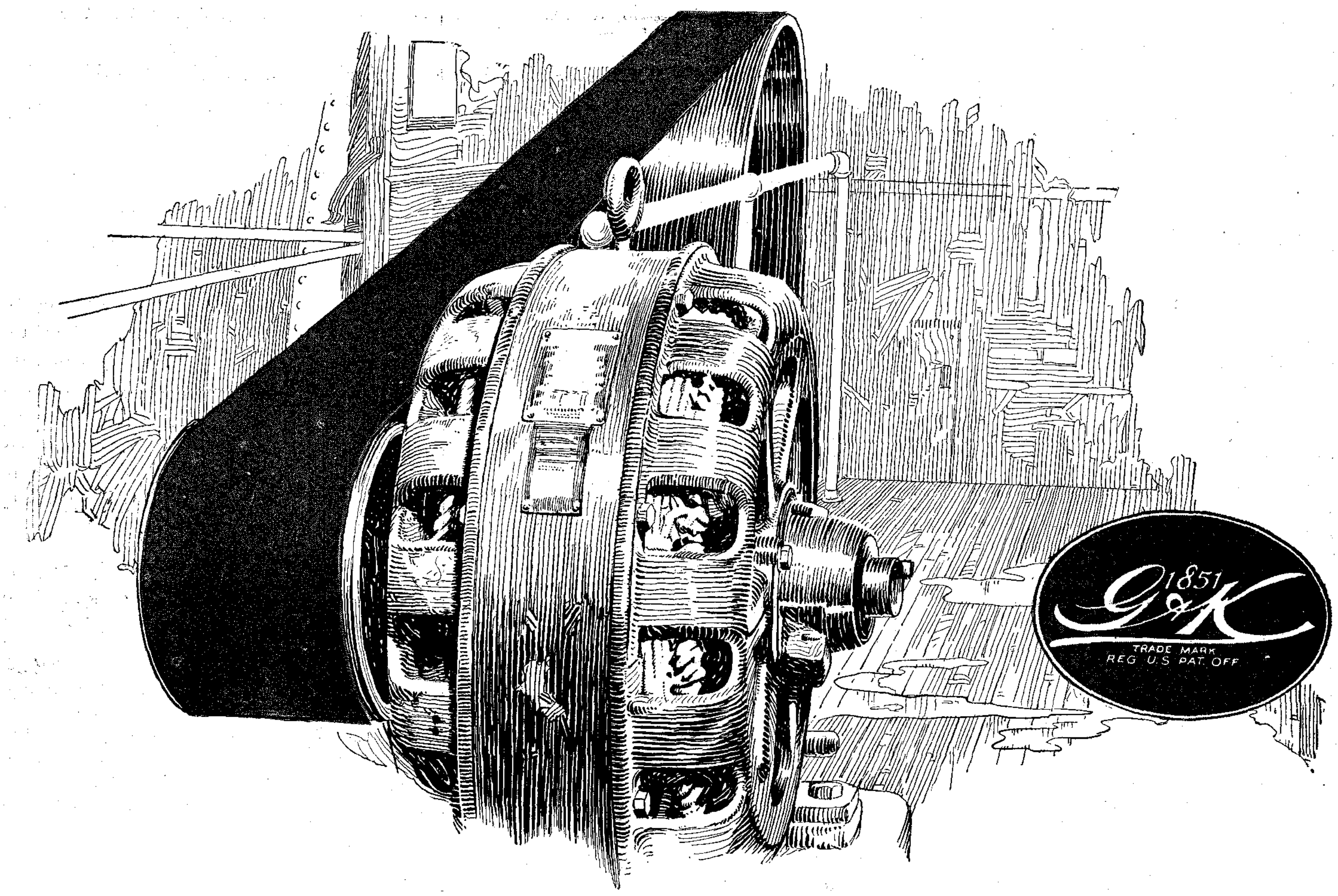
The Aerial League of the World and its affiliated bodies which have been and are to be organized will do all in their power to advance aeronautics and encourage aerial navigation in all parts of the world.

In the work to be undertaken we shall look forward to your hearty cooperation.

It is hoped we may be able to offer many trophies and cash prizes for events which you and your affiliated clubs may undertake, and that with you we may create throughout the world an increased interest in aeronautics to the benefit of all mankind.

"THE SPORTING INSTINCT" *VS.* AIR-TRAFFIC LAWS

MEN love sport for the sport's sake. They love also to gamble, whether it be on a turn of the dice for a dime or on a stunt in the air with life as the stake. In some beings, says the Toledo *Blade*, "the gambling instinct is so strong that risk of life itself is fascinating. Without this adventurous spirit man might have remained a creature just a little higher than the apes, but it was in his breast, and in permitting it to guide his aspirations and his actions he has bridged continents, conquered many a life's limitations, and freed himself of shackles that would have bound him to a clodlike existence until the crack of doom." But there are some things which exercise no demand on courage and the spirit of recklessness which has opened the path to discovery. It was courage which led Wilbur and Orville Wright to adventure in the air while silly prophets of doom stood by and ridiculed. It was thought to be merely a crazy stunt to loop the loop in the air; but the ability to do this very thing saved many an aviator's life during the war. Nevertheless, it is generally agreed among experts and laymen that it is a senseless thing to attempt a stunt over a crowded concourse, or to try fancy flying over a city, or even to fly over a city, except at a great height, so that the aviator may have a chance to recover himself in case of accident. The accident at Forest Hills, N. Y., on Labor day, when a machine crashed and killed two army aviators just after they had crossed above a crowded grand stand, brought forth severe criticism from all parts of the country. The machine was flying so low that it narrowly missed dropping on the heads of those watching the Tilden-Johnston tennis tournament. "They had no business near the ground," says the Memphis *Commercial Appeal.* "If they had sailed at one thousand feet in the air they could have righted the ship before striking the ground. They endangered the lives of the spectators at the tennis tournament." This journal recalls that a daring aviator, in order to gratify the curiosity of a crowd, lost his life in leaping from one plane to another. In France, recently, a machine got out of order and ran into a crowd of children, killing several. More than a year ago a dirigible flying over Chicago caught



Forty Horse-Power or Thirty-nine and Something?

To get 40 h. p. from a motor of this rated capacity, it is essential to use a belt of the correct width, thickness, and flexibility.

For motor drives of 40 h. p. or more, GraKnight or Heart Brands of the Graton & Knight Standardized Series meet all requirements, the choice depending upon the pulley size of the individual drive. These belts run smoothly under heavy or light load, with a non-slipping, non-shifting grip that transmits the maximum power from pulley to pulley.

GraKnight and Heart are two numbers of a complete line of belting—standardized for every kind and condition of drive and made expressly for the work they have to do.

They are made from oak-tanned center stock leather. Every process of manufacture from hide to finished belt is started and completed in our own plant, so that responsibility for the belts we make is absolute.

That is one reason why we can recommend the various belts of our series. It is a *good* reason for you to write to us regarding anything that embraces the use of leather belting for power transmission.

Send for the book "Standardized Leather Belting." It contains tabulated specifications, ready for your use, covering every type and condition of motor drive

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MOTORING AND AVIATION
Continued

fire. Several of those aboard were killed, and several employees of a Chicago bank were added to the number when the burning dirigible fell on the roof. These accidents have served to emphasize the demand for laws regulating aerial flight. Says the Memphis paper:

> The day for experimenting in machines is about over. Human curiosity has been satisfied. From now on the aviators must remember that a man on the earth, like a man crossing the street, has the right of way, and they must conform.
>
> Rules of the air must be established by law and aviators must conform thereto. No invention and no change in locomotion can take away from an individual those personal rights he has enjoyed for thousands of years.

Aerial legislation could absolutely prevent such accidents as that which occurred at Forest Hills, says Harold Wengler in the New York *World*. He points out that—

> The fliers who came to grief over the tennis-courts were maneuvered at a height —about five hundred feet—over the crowded spectators' stands, which no one familiar with the technical end of aviation pretends to consider safe, either for the fliers or for those on the ground. There can be no excuse for a condition of affairs where such flying is permitted. Obviously the people on the ground are powerless to prevent it. Intelligent flying regulations can and should be issued.
>
> The need of aerial legislation has been pointed out frequently in these columns. I have shown that not only do these much-needed laws prevent unnecessary risk of life to people on the ground, which is the first consideration, but that they operate equally to prevent loss of life and damage to property for the fliers themselves. I have shown, likewise, that aircraft manufacturers themselves not only welcome but actively urge such legislation. They realize fully that intelligent laws of aerial traffic protect them from the consequences of careless and irresponsible fliers and the concomitant damage to the science and to the industry.
>
> In Europe, where politics has not been powerful enough to prevent the League of Nations from becoming effective, the Aeronautical Commission of the Peace Conference has laid down a body of laws relating to air-navigation which have eliminated entirely the possibility of such an accident as befell at Forest Hills.
>
> In the first place, the aeronautical regulations laid down and observed by foreign governments establish through rigid examinations both the competency of pilots and the air-worthiness of machines before such are permitted to operate at all. Then there are rigid regulations pertaining to flying over cities. A system of marking has been established whereby a plane violating rules of aerial navigation can at once be identified, even at a great distance, and suitable action instituted in the courts.
>
> The United States could, with ratification of the Treaty, at once become a part of this admirable body of rules. As it is, there is no law governing flying, or on which any one, wherever he is, can claim damages to property or loss of life with the assurance that there is a well-defined code protecting him. There are no laws preventing people from being victimized by the careless and irresponsible pilot, who is as cordially condemned by the flying profession as he is by the layman.

The writer calls attention to the complication which results from failure to adopt the international aeronautical conventions. Local ordinances relating to flying differ as do the types of executive mentality in different communities. Already some cities have enacted ordinances, entirely justifiable from their point of view, since they are protected by no national regulation, which prohibit low flying and which call for various complicated markings and signal lights from passing airplanes. If this condition becomes general, says our authority, we shall have a body of local regulations as complicated and as impossible of universal enforcement as the present body of automobile ordinances. The situation is not, however, analogous to that of motoring, for, as he notes:

> It must be recalled that whereas automobiles are used in touring only small areas, the airplanes, which fly at one hundred miles an hour, cover very large distances, and in the course of a single flight will fly through a large number of townships and over a large number of communities. It is easily imagined, in consequence, the situation a pilot has to face in flying from here to Chicago, or Omaha, for instance, if he has to conform to local regulations in every city and county and State through which he has to fly to make the trip.
>
> It is this evil, and the greater evil of no regulation at all, which aeronautical circles hope will be obviated when Congress reconvenes, either through absorption of the international conventions through ratification of the Treaty, or through the framing of adequate national laws in their place or based on those of the international conventions. Fliers will be the first to welcome such laws.
>
> A pertinent editorial on the subject, "Aviation and Aeronautical Engineering," which speaks for the best elements in the science of flying, says:
>
> "Is it not time there was a system of licensing aircraft in use in America? Now that the war-time ban is off civil flying, there is nothing to prevent a person from putting his own and a number of other people's lives and property in uncalled-for danger.
>
> "Driving an automobile is admitted to be far easier than flying, yet no steps are taken by the State to make sure that a flier is competent before he is allowed to take a machine into the air, while it is the universal practise that certain requirements must be fulfilled in order that a person may be permitted to drive a car. The skill and intelligence requisite in the two cases are not at all comparable, and the potential damage which can be done in the event of loss of control is also greater in the case of aircraft.
>
> "As at present constructed, airplanes and air-ships are rapidly becoming as reliable vehicles as other automotive machines for transportation are. The conclusion is therefore reached that some sort of supervision should be maintained over aircraft by the State.
>
> "In the event that the Government refuses to take these or steps to the same effect, it is to be feared that unsound developments will result in a skeptical and even hostile attitude on the part of the general public toward aviation. We may hope for a correct solution of the problem in the establishment of something analogous to the National Board of Underwriters."

CHECKING AUTOMOBILE THEFTS AS MASSACHUSETTS DOES IT

MASSACHUSETTS has apparently solved the stolen-car problem by devising regulations which cover the sale and purchase of used cars, and provide for their immediate identification as to ownership. The St. Louis *Globe-Democrat* is so well pleased with the plan that it would have it made nation-wide. According to a writer in that paper:

> The law is simple but effective. It provides that all dealers in used cars shall be licensed and shall make monthly reports of all cars bought or sold, that all owners of cars who desire to sell them must first file notice of such intention and that every purchaser of a used car must make application for registration of his car. All this information is centered in the used-car department of the Department of Public Works, where, also, all reports of cars stolen or found are made, not only those in Massachusetts, but also as many in other States as can be secured. Many thefts in other States have been traced. The result during the seven months the law has been in operation, much of which time was consumed in getting it functioning properly, is that over one hundred stolen cars have been recovered, all the regular fences in the State have been broken up, used-car dealers, who had been accustomed to deal in cars they at least suspected were stolen, have ceased to do so, and a car-thief now must hunt up a special customer and take the chances of that customer informing on him. Purchasers of used cars have learned to call up the office and ask if notice of intent to sell the car in question has been filed, and it it has not arrest of the person offering to sell it follows. A complete life-history of each car is kept, and it is indexed in several ways, by its make and factory number, the number of its engine and the name of its owner. Every application for registration is put through these indexes and the honesty of the ownership is determined.
>
> The chief weakness of this system lies in the fact that it is confined within the limits of a single State. It is still possible to steal cars in Massachusetts and sell them in other States having no such law. However, cars stolen in other States and taken to Massachusetts for sale have been caught and returned to their owners through this system, their loss having been noted in the data kept by this bureau or inquiry having revealed it after suspicion had been aroused. To be successful, such a system should be nation-wide. That requires that the various State legislatures enact similar legislation, which they would doubtless do if automobile-owners, of whom there are nearly three hundred thousand in Missouri, would make an organized effort to secure it. Automobile-dealers should be the first to support such a law, since it helps to protect them from fraudulent sellers and buyers and practically closes the curb market for used machines, compelling purchasers to go to dealers as a matter of security.

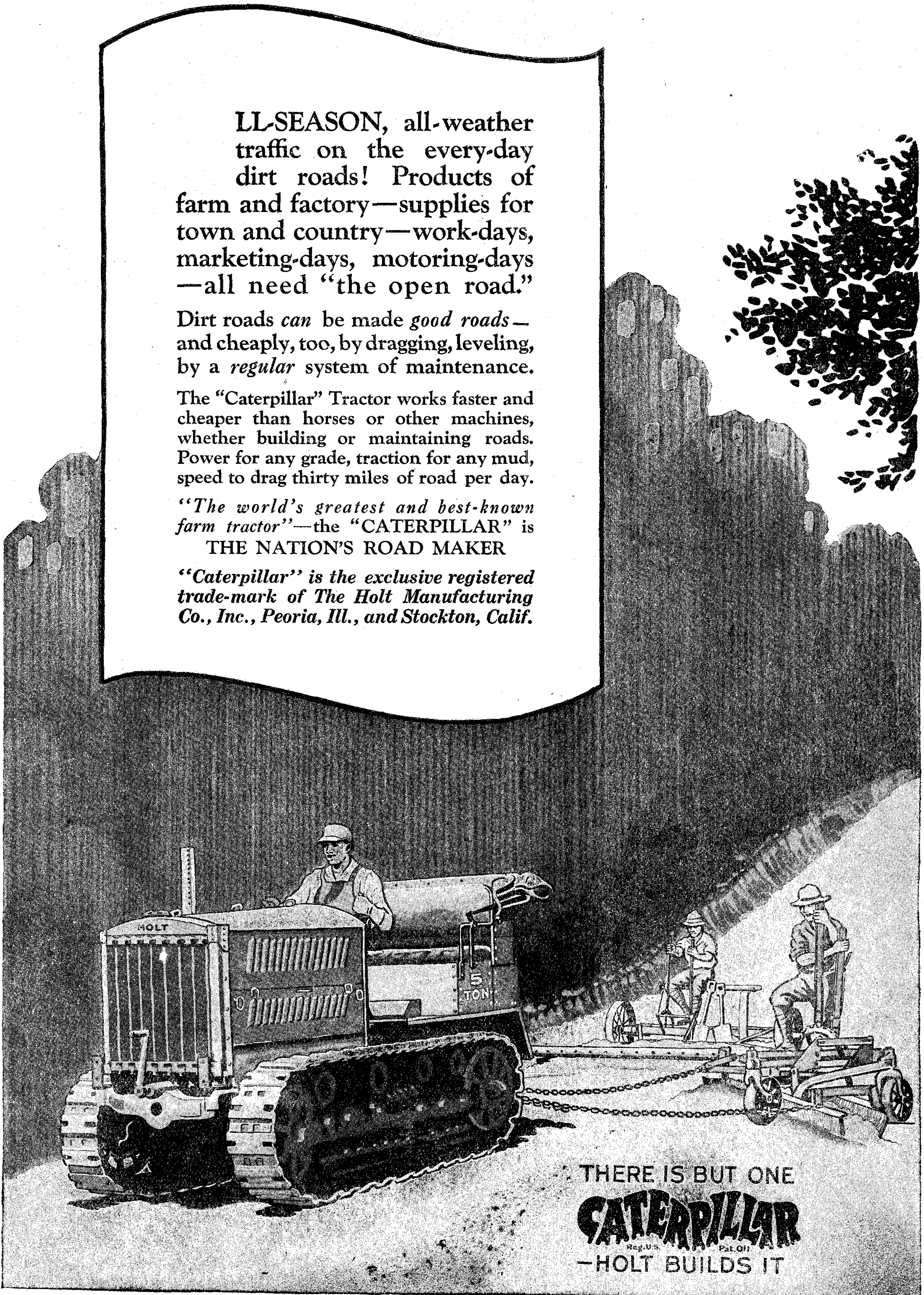
LL-SEASON, all-weather traffic on the every-day dirt roads! Products of farm and factory—supplies for town and country—work-days, marketing-days, motoring-days—all need "the open road."

Dirt roads *can* be made *good roads*—and cheaply, too, by dragging, leveling, by a *regular* system of maintenance.

The "Caterpillar" Tractor works faster and cheaper than horses or other machines, whether building or maintaining roads. Power for any grade, traction for any mud, speed to drag thirty miles of road per day.

"The world's greatest and best-known farm tractor"—the "CATERPILLAR" is THE NATION'S ROAD MAKER

"Caterpillar" is the exclusive registered trade-mark of The Holt Manufacturing Co., Inc., Peoria, Ill., and Stockton, Calif.



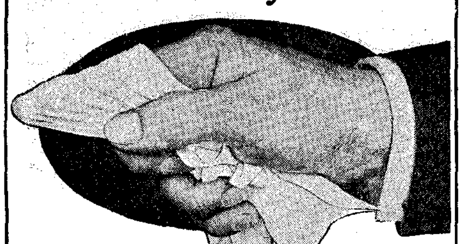
Spotlights of Beauty

Lustrous Teeth

REMEMBER—it is a fact that thousands upon thousands of men and women desiring lustrous, pearly white teeth have quickly realized their ideal through Revelation Tooth Powder.

For "Revelation" TAKES OFF instantly the fermentative plaque, or film, which darkens and discolors your teeth and hastens decay. Simultaneously it arrests the fermentation which forms this destructive plaque. Such fermentation irritates your gums so that they soften and recede, exposing the sensitive necks of your teeth.

Prove It by Test



PLACE a small quantity of Drucker's Revelation Tooth Powder in your hand. Wrap a clean handkerchief or piece of sterile gauze about your finger. Dip this into water and then into the powder, and rub any stain on any tooth. See how easily the stain is removed. Or, brush all your teeth with "Revelation" and see how quickly they are made pearly white.

START your children toward a lifetime of perfect teeth by teaching them to brush their teeth for two minutes twice a day with "Revelation," particularly just before retiring. Remember—your children's first permanent teeth appear at the age of six.

Revelation Tooth Powder was awarded the Gold Medal at the Panama-Pacific Exposition for its Cleansing and Prophylactic qualities. Last year we sold 1,000,000 cans solely because prescribed by dentists—without a cent's worth of advertising.

Your druggist can supply you or get "Revelation" for you from his jobber. Or we will send you a can by mail. Regular price 35c, with guarantee of satisfaction or money refunded.

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Contains NO GRIT

Preserves Your Teeth

Keeps Gums Pink, Firm

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REVELATION
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POSITIVELY
REMOVES TARTAR AND
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REVIEWS - OF - NEW - BOOKS

KITCHENER—THE ORGANIZER

THERE have been few good biographies of great generals. Writers with a gift for embalming a life in enduring prose have not often been drawn to military names. Great generals, too, have as a rule been simple and silent men; men of great purpose, with a genius for instant decisions of the right sort; but not spirits highly imaginative or profound, and we are interested chiefly in how they felt in a big crisis, why they chose as they did—in the human touches by which we gage the difference between their lofty flights and our own sober strides. Thus, Grant's "Memoirs" outlives a shelf of biographies.

But of this stuff the military historian rarely weaves his fabric, and only in small part has it gone into Sir George Arthur's "Life of Lord Kitchener" (Macmillan). Sir George has traced in painstaking detail Kitchener's achievements in three distant dominions of the British Empire: in Egypt, South Africa, and India, and his supreme service at the outset of the Great War. He has outlined a figure taciturn, indomitable, and immensely efficient. But in the end he has left us without envy, without emotion. No boy is likely to wear a paper cockade or a wooden sword because of the Kitchener tradition. He may, however, sometime dream of himself as a man living in a mud hut surrounded by warring tribes, building a railway over a waterless, sand-swept, uncharted desert to a triumphant end.

This incident is the most picturesque—and characteristic—of Kitchener's first important command, that of Sirdar of the Egyptian Army. After an apprenticeship devoted to map-making in Palestine (1874–1878) and on the Island of Cyprus (1879–1882), he was transferred to Egypt in 1883; and the next year took part in Lord Wolseley's ill-fated expedition sent to rescue General Gordon, beleaguered at Khartum on the upper Nile by an uprising of the Sudanese. Gordon, as the world knows, was never reached; he died a heroic martyr to British colonial expansion, and, dying, dealt a mortal blow to the Gladstone ministry. Lord Salisbury, however, who succeeded, indorsed the decision to withdraw from the Sudan, and for the next dozen years that land was left to pillage.

But "Gordon's blood pleaded for vengeance"; and in 1896 Kitchener as head of the Eygptian Army was called on to reconquer the country. His chief problem was transport. The Sudanese were concentrated near Khartum, a thousand miles as the crow flies from Cairo, and for many leagues north the Nile and the deserts were in their control. How to bring up a force that would assure victory was the question. "Kitchener's final decision was as bold as it was considered. He decided to lay a railway across the desert from Halfa to Abu Hamed (two hundred and thirty miles) and to make this the main line of advance. This tract of desert was known to be waterless throughout, except at one point—the bitter Murat wells. It had not been surveyed, and a large force of dervishes might conceivably lurk on the other side to hold us off from Abu Hamed, and several expert engineers shook their heads as to the feasibility of laying the railway line at all. But the Sirdar having made up his mind steeled it against argument. He would travel by rail from Halfa to Abu Hamed, and on a three-foot six-inch gage."

It was a daring enterprise; but like most such enterprises of men whom fortune double-stars, it was successful. Work began on New-year's day, 1897. On September 3, 1898, having the day before fought the decisive battle of Omdurman, which completely restored British rule, Kitchener, "stern, upright, and unsmiling, passed through the crowded streets of the town which for years had been the goal of all his efforts." He had gone to Egypt a major. He returned to England Baron Kitchener of Khartum, was admitted to the freedom of the city of London, received a degree from Cambridge, and was one of the outstanding men of the Empire.

Inevitably there was need for such a man in the new war that England entered in South Africa in November, 1899. For this, his biographer intimates, "he never had any great appetite"; he even warned that it "would be more fraught with grief than glory." But when the quick succession of reverses of early December required a change in command, and this was offered Lord Roberts with the stipulation that Kitchener act as his chief of staff, he instantly responded. He expected a "tangled mess," and was not far wrong. Here is a bit of comment in a personal letter from South Africa: "I fear that W. O. [War Office] does not yet realize the importance of the war; petty jealousies and refusals to give what we want are the order of the day; *e.g.*, Roberts applies for a list of officers from Egypt carefully selected by me. Cromer agrees, but W. O. has refused. The same with guns. We will do our best to pull through, but evidently without help from W. O. Utter disorganization—or rather no original organization suitable for the country—is the order of the day. If we had worked the Sudan campaign like this we should never have reached Dongola—most of us would be in prison at Omdurman or dead by now!"

In untangling this mess and in the operations that followed, as Roberts's aid and then as head of the army, Kitchener added to his fame as an organizer that of a statesman. With broad and distant vision he looked forward to the time when his virile opponents "should be fighting side by side with us" for the honor and glory of the Empire. Hence he sought and did much to bring about a peace by mutual agreement. "He knew that unconditional surrender and a dictated peace could produce no true amity." And twelve years later he had his reward; for he saw his former enemies "range themselves in line with the great armies which he called into being."

The Boer War shattered many popular reputations; but not Kitchener's. When he returned to London "the streets were packed by people, anxious to give a cheer to the man who was now recognized as the foremost soldier of the day." And at the coronation of King Edward, a month later, "it was his figure next to that of the King himself which was most eagerly sought by the mass of onlookers."

Kitchener's service in India, where he acted as commander-in-chief, had less directly to do with world events. Indirectly, it had much to do; for the reorganization

ACME TRUCKS

—at 90,000 Miles

A man may experiment with his first truck, but never with his second! Hence the significance of Mr. Werner's letter:

> "I purchased my first truck March 31, 1917. Another followed April 30th of the same year. A few months later I purchased my third Acme. The first truck has covered over 90,000 miles, and the two following about the same mileage. Have had good service with very little expense. I recommend the Acme to anybody."
>
> August Werner, Camden, N. J.

That's why Acme owners are repeat owners. If you are making your first experiment in the field of truck transportation, or if your first experiment has proved unsatisfactory, choose an Acme. You will then be beyond the experimental stage—Acme transportation will bring *certainty* to your haulage operations.

Let us tell you of the principle of "proved units—Acme constructed."

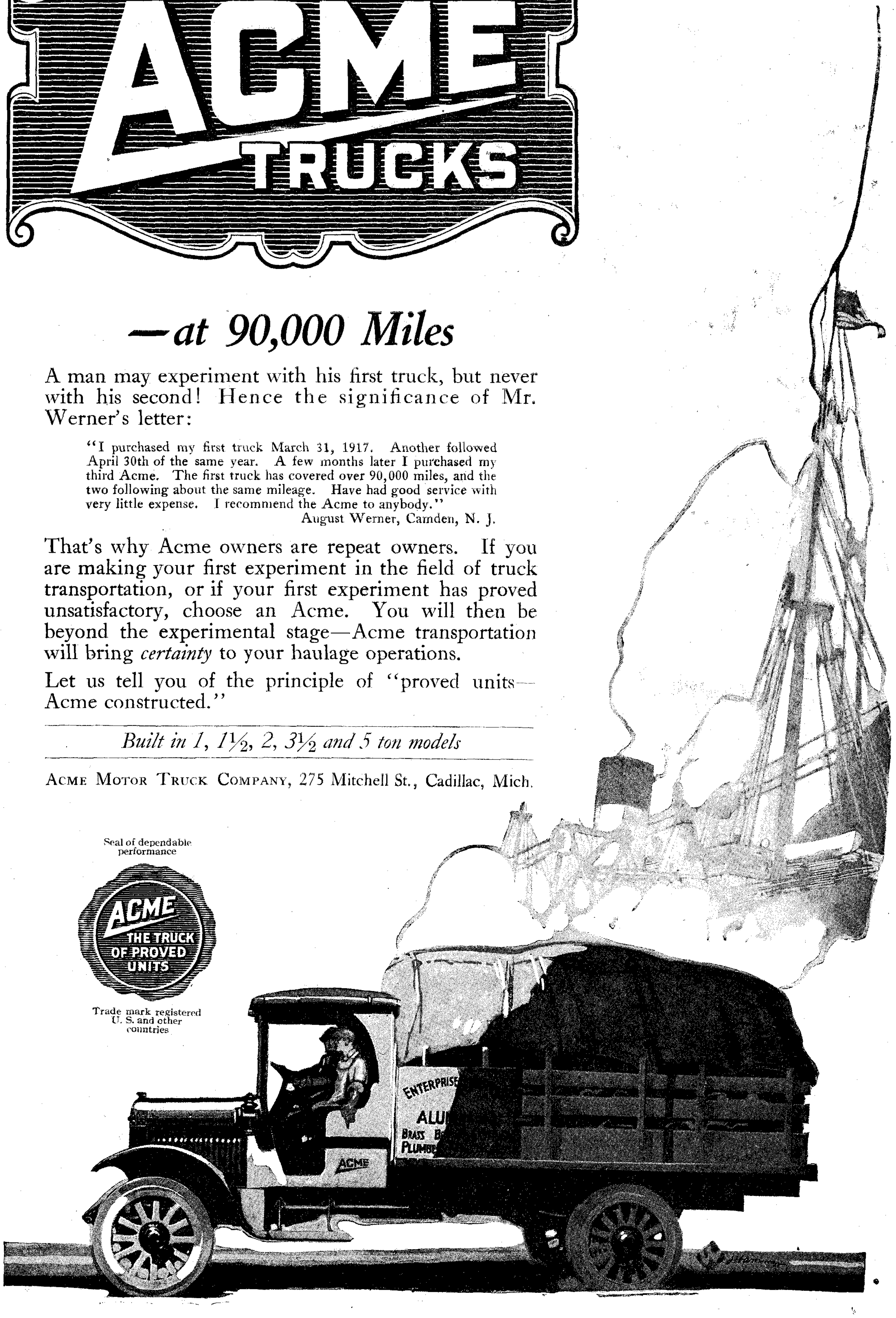
Built in 1, 1½, 2, 3½ and 5 ton models

Acme Motor Truck Company, 275 Mitchell St., Cadillac, Mich.

Seal of dependable performance

ACME
THE TRUCK OF PROVED UNITS

Trade mark registered U. S. and other countries



"How many dollars did wet feet cost you last year?"

Hood's industrial boots will save that loss. They help to keep every man on the job every day.

If a $5.00-a-day man wears leaky boots—

And catches cold—

And is absent in bed four days—

Were the boots that leaked a good investment, even though they were "cheap"?

Hood's Excel Boots are built by the same process that has given Hood Tires their wonderful reputation for wear.

A little better grade of rubber than the average; and a lot more rubber. Stronger canvas, more careful workmanship—and all the parts welded together by steam under high pressure.

Of course they cost a little more; but test them—like a Hood Tire—by the amount of wear they give and no other industrial boot can compare with them in price.

For the sake of the wear, and the sake of the wearers, insist on the boots marked Hood.

RUBBER HOOD FOOTWEAR

Look for this sign of a Hood dealer or write us for list of dealers in your city.

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Canvas Rubber Leather HOOD FOOTWEAR

DISTRIBUTED BY
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WATERTOWN, MASS.

Cord Fabric Solid HOOD TIRES

REVIEWS OF NEW BOOKS

Continued

he effected of the Indian Army, and the reforms he made, also counted in the part ndia played in the world-war. "But for Lord Kitchener's work, India could never possibly have given the great help she has to the Empire during the war," wrote a famous general of the Indian Army who fought in France and the Dardanelles. No problem was too big, no detail too mall, for the eye of the commander. And e result, said Lord Curzon, the Viceroy, was that within less than two years Kitchener "carried through a series of reforms that would have more than filled an ordinary quinquennium, and that will stamp his name indelibly on the military history of this country."

The great task, however, with which his ame will always be identified in history is the creation of the Empire's new armies in the world-war. For, as he said, the very first day he took office in 1914 as Secretary f State for War, "there is no army." At he moment Sir Edward Grey announced to an excited House of Commons that an ultimatum had been sent Germany, England had a regular army of 450,000, and a territorial force of 250,000; and the military plan contemplated the dispatch overseas of but six infantry divisions, a cavalry division and artillery. Kitchener, the one statesman who saw that England must fight to the death, realized that any such provision was hopelessly inadequate. Therefore, he immediately laid plans for an army of seventy divisions, "coolly calculating that its maximum strength would be reached the third year of the war." He "alone among soldiers believed it possible to create in war-time, from the manhood of an unmilitary nation, large bodies of new troops fit to meet and beat the finest combatants of the continent." And posterity, remembering him, says Sir George Arthur, "will remember that at a great emergency he called his fellow countrymen to the colors, and that three millions of them answered the call."

To the War Office also came the task not only of raising but of equipping this army. Here, again, the problem was that of creation, not as in the case of continental forces adaptation. Kitchener had to evolve, instead of merely operating, the machinery for munitions. Despite his efforts he had many critics. Especially it was urged that full victory in Flanders was denied because of the lamentable, and it was said, avoidable failure of high-explosive shells. Whether he did all that others unhampered by his many cares could have done is scarcely demonstrable. His biographer, however, makes the point that the special Munitions Committee, which was set up in June, 1915, and which later did such effective work under Lloyd George, did not deliver a single round made under its orders until April, 1916. "In other words, the army for a period of more than eighteen months was furnished with continually increasing supplies under the arrangements made by the War Office."

Apart from these harassing duties, Kitchener was compelled constantly to make decisions of the gravest importance. Two peculiarly call for comment. Late in August, 1914, after the retreat from Mons, Sir John French informed the War Office of his intention "when circumstances render it necessary" to return to his base. Kitchener after a hurried trip to Paris convinced French of the utter necessity of maintaining his place in the line, and thus saved the British Army "from something even worse than disaster." The other decision was that of withdrawing from the Gallipoli Peninsula. How far Kitchener may be blamed for this expedition is another debatable topic. His biographer insists that he assented to its undertaking only on the express assurance that the Navy would overcome the forts and force the Straits. Be this as it may, the decision to evacuate, which he made after a journey to the Dardanelles, was as courageous as it was sound.

How much did Kitchener contribute to the success of the Allies? To what extent did his death, when the *Hampshire*, which was bearing him on a mission to Russia, was sunk off the Orkneys, June, 1916, delay the victory? In a brief foreword to these volumes Earl Haig hints at both answers. "Who can doubt now," he says, "that but for this man and his work Germany would have been victorious." And, a little later, "The pity is that the man to whom the Empire owes so much of the work and its results did not live to see the victory. Perhaps it would have come sooner had he been with us to the end."

BLUEBEARD SHAMED

LILY FAIRCHILD is the girl of the story, "a delightfully pretty, happy-hearted, simple-natured, old-fashioned English girl—a girl who had 'done her bit' in the Great War, and yet who was as unsophisticated as her grandmother might have been." The countess, Cosima Polda, is an Italian with a slight admixture of English blood. When the interesting Monsieur Popeau met her he judged her to be about sixty, tall, well built, strong, and active, once probably extremely handsome, but now—well, what most impress both him and Lily was the Countess's singular-looking face and peculiar eyes. These eyes were different in color, one green, one blue, and the face was remarkable for its thin-lipped mouth and dusky red hue, presaging heart trouble.

"Aunt Cosy" Lily called the Countess, tho she was merely a connection by marriage. And she had come from England to spend a few months with this near-aunt at the latter's small country house close by Monte Carlo, called "La Solitude," and well called, for it was a lonely place, difficult of access and remote from any neighbor. Lily has come as a paying guest, and to recuperate from after-the-war fatigue. She has not been long in the house before she realizes that money is a most important thing to Aunt Cosy—indeed, that it is the reigning interest in that lady's life.

It was on the trip from England to Monaco that Lily had encountered the delightful Monsieur Popeau, as well as a young Scot, Captain Stuart. Both had been her traveling companions, and both had been most helpful to the girl. Popeau took her up to her aunt's place, for the girl had arrived before she was expected through the failure of a telegram from "La Solitude" to be delivered. She asks both men to call on her.

Besides the Count and Countess Polda there is an old retainer, Cristina, a somewhat forbidding old dame, but Lily wins her heart and the two become firm friends. Another member of the Polda family, Beppo, the son, is away from home. It appears that he is a rather extravagant young man, and that his parents are put to it to keep him provided with funds. They adore him, however, and no sacrifice is too great to make when it involves Beppo's pleasure.

The reason why Lily had been requested to postpone her arrival appears to be because of a dinner to be given the evening of the day she does arrive. There is only one guest, a man, but the preparations are extensive. After a somewhat odd reluctance the Countess decides that Lily shall meet the guest and dine with him. He arrives, a big, fair, loose-limbed man, English, too, tho hailing from South America, and reputed immensely wealthy.

As he shakes hands with Lily, on the Countess's introduction, the girl notices that he wears a gold bangle. He is a flamboyant personality, but attractive in a hearty, simple way. He likes Lily, and when the two are left alone while the hostess goes to superintend dinner preparations, he offers her a little snuff-box of rare and curious workmanship which he had chanced to pick up. But she refuses. "Honestly, I'd rather not," she said firmly.

"All right. I'll just give it to the next pretty girl I meet." He looked hurt and angry. But Lily was not in the habit of allowing strangers to make her valuable presents, and this box was valuable.

Dinner is not successful in that the guest, plied by his host, drinks a good deal too much. Lily is glad to take the Countess's suggestion and slip away upstairs to bed as soon as possible. Aunt Cosy regrets the disagreeable incident, but tells Lily a good night's sleep will do her good, commands a glass of water for her from Cristina, who looks very pale and tired, but brings it, and returns to the dining-room. Lily tastes the water but notes that it is a bit cloudy, and sets it down. Then she tackles her trunks.

It was after ten when she got that finished, and remembering that she does not know the breakfast hour she left her room to question Cristina. But her aunt comes running up the stairs, looking flustered, and asks her why she is not asleep.

Lily asks her question, and goes back into her room, leaving a good-by for Mr. Ponting, who, her aunt tells her, is just about to leave. Before closing her door she hears the Countess calling out a cheerful good-by.

Next morning Lily starts out in search of a bath, and finds that the only one is in an outbuilding. Cristina tells her the tub is not used except when the son of the house is home—"Does *mademoiselle* really need a bath?" she asks. "She looks very clean." But Lily says yes, and Cristina shows her a little stove in the outhouse where water can be heated. Lily touches it and finds it hot.

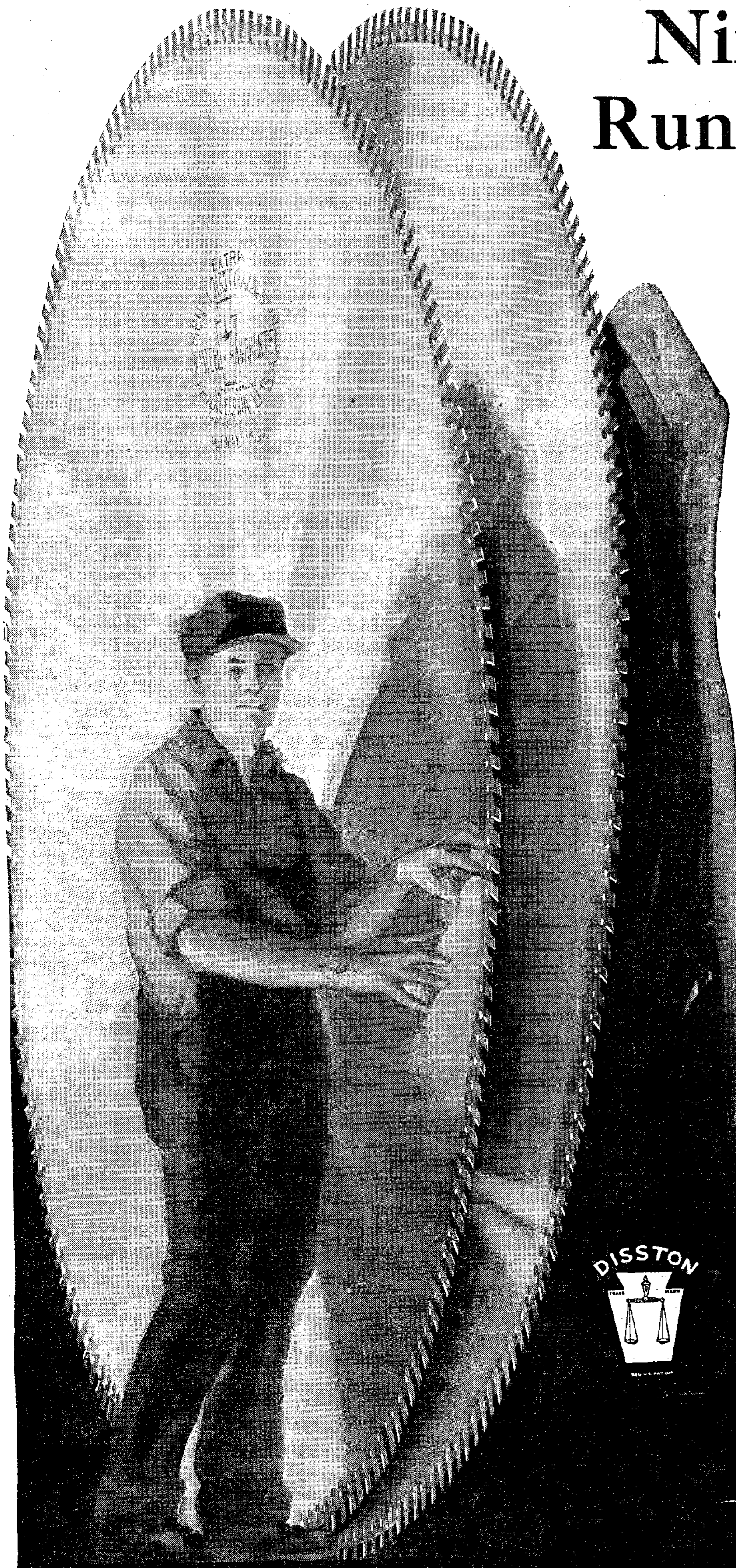
"There must have been a fire here this morning!" she exclaims.

"Cristina grew faintly red. 'No,' she said, 'not this morning, last night. But please do not mention it to Madame la Comtesse. I had a good deal of rubbish and it is impossible to burn much in that tiny kitchen—' she was speaking in a quick, agitated voice."

A week passes, marked by few incidents. Captain Stuart and Monsieur Popeau both call and are made stiffly welcome by Countess Polda. Lily insists that she be allowed more freedom to move about, to join a tennis club, that she be not restricted as tho she were a French girl, and the Countess perforce yields. Lily's weekly check is not to be lost. And then Lily is a young lady with a considerable fortune due her—and there is the handsome Beppo, who is soon to make his parents a visit. Much may occur with proper management.

A night of wild storm is succeeded by a perfect Sunday morning, and Lily decides to walk down to the English church. Her hosts are still sleeping when she leaves,

Nine-Foot Saws Running 130 Miles an Hour



No one had ever built a saw nine feet in diameter. It took 80 years' experience and unlimited courage to do it. Men who were supposed to be saw experts said:

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SAWS AND TOOLS

REVIEWS OF NEW BOOKS

Continued

and having some spare time she decides to try a little path, but it fails her, and she strikes back through a neglected olive orchard, much tossed and broken by the storm, attempting so to regain the road.

"And then, while walking along a narrow path through luxurious bushes, Lily suddenly experienced what is sometimes described as one's heart standing still.

"Right in front of her, barring her way, there lay on the still wet earth an arm—stretching right across the path.

"She stopt and stared, fearfully, at the stark, still outstretched arm and hand lying just before her. The sleeve clothing the arm was sodden. The cuff which slightly protruded beyond the sleeve was now a pale dirty gray; the hand was clenched.

"All at once she saw the glint of gold just below the cuff, and she remembered, with a feeling of sick dread, the bangle which George Ponting had worn just a week and a night ago. . . . . . .

"At last she stooped down, and she saw that the arm belonged to a body half concealed by a broken branch. The deadly, still, huddled figure had evidently rolled over during the storm from underneath a big spreading bush."

The girl goes on to Monte Carlo, straight to her friends, Stuart and Popeau, not wanting to trouble the Count and Countess with the horrid discovery.

They assume at once that the man was a suicide. Such things are common in Monaco. But it does seem a bit indelicate of him, Stuart thinks, to have chosen his hosts' garden for the deed.

"If he really did do it, he didn't do it exactly in their garden. . . . It was—well, I should think quite thirty yards below the place where the grounds of 'La Solitude' end. He chose the place so carefully that it might have been months before he would have been found had it not been that I decided to try a new way to town."

The matter is put into the hands of the police by Popeau, who seems to have a good deal of authority. But later, when the Count and Countess hear what has happened, there is a disagreeable scene between Lily and Aunt Cosy, who is in a fearful rage, at what she calls the girl's extraordinary behavior in going to the police, and Lily's explanation that that is what one would do in England only makes her angrier. England is not Monaco, and to have the police interfere with one here is no joke, involving all sorts of trouble.

Lily and Captain Stuart have already begun to find a more than common joy in each other's society, when Beppo arrives. From then on it becomes increasingly difficult for the girl to see her friends. The Countess manages so well that the days are filled, and Beppo, who turns out charming, devotes himself with southern ardor to giving his "Cousin" a good time.

Moreover, Lily has cause to suspect that her letters from Stuart are opened and read before she gets them. She knows Aunt Cosy is sly, she has come both to dread her and to despise her. She arranges to get the letters from the postman herself, by rising early, and does not hesitate now and then to insist on going to town alone, where she sees Stuart and Popeau. But on the whole she finds Beppo amusing, she likes old Cristina, and she determines, in spite of this feeling of distrust for Aunt Cosy, to stay on as agreed. One day the whole party meets in Monte Carlo and lunches there. During the meal Beppo offers Lily cigarets in a quaint little box—Lily is startled. It is the same box, surely—

She speaks to Popeau of this and wonders how Beppo could have a box identical with the one George Ponting had tried to make her accept. Popeau says nothing but listens carefully.

Then Beppo is called to Rome, but not before Lily hears him quarreling with his mother over money. He must have more and at once.

While he is away Lily is used to lure an old and peculiar man up to the house for dinner. She feels distinctly that she is thus made use of, and she resents it, for he is a most disagreeable person. To be sure, the Countess has arranged that after all she shall be in Monte Carlo that evening, for Beppo is due back, and a dinner party to be followed by the theater is being given by a friend of his, a certain Marchesa, who has asked Lily, too. The girl leaves early to meet the Marchesa, but only to find that neither she nor Beppo has returned from a motor-trip, and presently a telephone message tells her that a breakdown will delay them till after midnight. So she eats by herself and takes a carriage back to "La Solitude." She slips in very quietly, and goes up to her room, but as she passes the dining-room she catches a glimpse of the broad back of the disagreeable guest, and of her aunt and uncle. All are seated round the table in absolute silence, and at a slight sound she makes the Count and Countess turn their faces toward her, but the darkness of the hall hides her effectively. On the two faces is a singular expression—terror most nearly expresses it. The guest does not move and Lily slips quickly up and closes her door gently.

Two events happen after this. The first is the request by the Countess that Lily take a package with her to town and leave it at Beppo's hotel for him, for her son is spending a few days there with friends. By chance Lily discovers that this package contains many thousands of francs. The second is the discovery in a quagmire, of the body of the old man who had dined at the Poldas' the evening of Lily's absence.

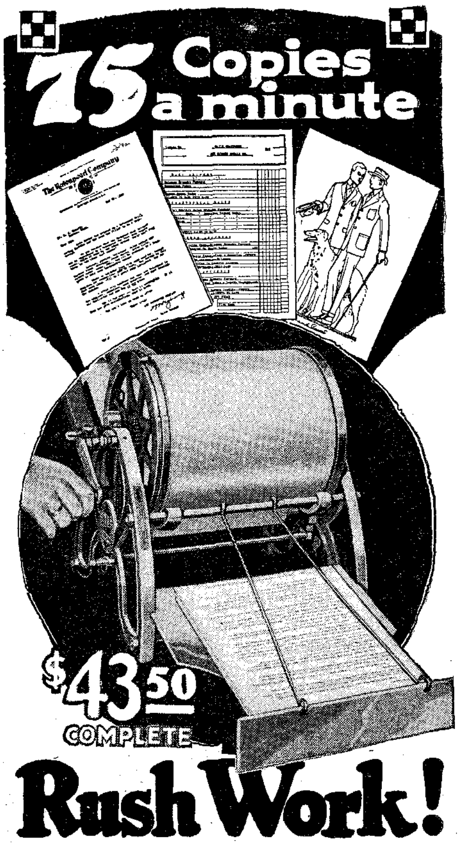
And then the doubts, the horrors that have been crowding upon Lily, clarify. She knows.

By a happy chance Lily is to spend the night of the morning when she is at last sure that murder is being done, with some English friends of the English hospital. She decides not to return to "La Solitude," packs her things surreptitiously, and departs. Before this she and Stuart have pledged their love and the Countess has discovered the fact. It ruins her plans for the rich marriage of her son. Lily tries to find Stuart in the town, but he is not at his hotel. After an early dinner she goes to see Popeau. He tells her that Stuart is at "La Solitude," having been asked there to dine by the Countess.

"But how does it happen you are here, my child. Stuart was asked to dine with you?"

There is no time to be lost. Evidently Stuart is to be the latest victim of the Countess's little dinners.

It was a wild ride through the night, the one taken by Monsieur Popeau, Lily, and several agents of the police, a ride against time. They left their car at the foot of a slope, and crept carefully to the house.



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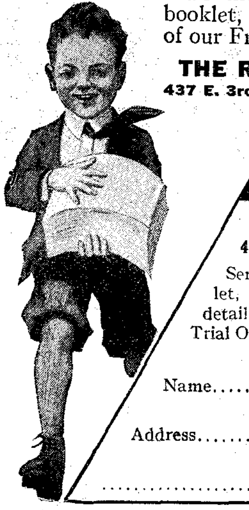

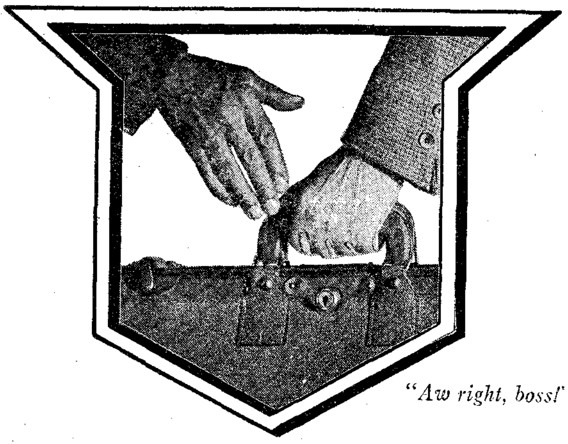
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REVIEWS OF NEW BOOKS
Continued

Shadowy figures were moving across the rough lawn, propelling a sort of trolley on bicycle wheels, on which was stretched a still figure. Slowly they moved, silently—when at a signal from Monsieur Popeau the *gendarmes* rushed forward, turning their electric lamps on the group. In the glare the pale faces of the Count and Countess, the frail form of Cristina, stood revealed, and the silent form on the trolley was that of Stuart.

Two shots rang out. One came from the Count's pistol. He had turned on himself the weapon he had meant for the young Scot. He fell, but the Countess, caught by two men, struggled like a wildcat. Lily flew to her lover, and with the assistance of Popeau got him away and to the taxi. He had been drugged, but was safe.

Yes, the Lonely House had been a murder trap for years. At least nine victims were credited to the Countess and her associates, weak instruments in her firm grasp. French justice lost little time in bringing her to the guillotine, but the Count died of his self-inflicted wound, while Beppo also killed himself. As for Cristina, she had disappeared, and it was not till afterward that she was known to have found refuge in a convent—by the kind Popeau, who turned out to be an officer of the French Secret Service, and who left her where she was. The poor old thing had suffered enough.

It is an eery tale, with plenty of atmosphere, one that will keep its readers hanging on the turn of the pages, this story by Mrs. Belloc Lowndes, "The Lonely House" (Doran).

ADVICE TO THOSE ABOUT TO MARRY MONEY

"TEN years of it, good Lord! And perhaps another twenty—thirty—perhaps forty more. How do you fancy that, partner? There seems to be nothing the matter with either Josephine or me at present. We may both live to be eighty. I expect we shall. Whom the gods hate die old.

"Advice to those about to marry money: Find a mill. Take one of the millstones (upper or nether, which you please), and fasten it firmly and closely round your neck. Then carry it to the mill-pond and drop it in at the deep end."

This is the advice of Noel Carton, and by the time you have heard him through you will agree that it is very good advice indeed. He did it, married for money, and you meet him just as he has decided to write a journal and a novel. The journal is to tell from day to day how he gets on with the novel, and then, as he says, "a proper Man-o'-Letters is expected to keep a journal." So he forthwith starts his journal, on the tenth anniversary of his wedding-day, and announces that he intends to write a novel (The Strangeness of Noel Carton, by William Caine, Putnam).

Why? Because of Josephine. That morning at breakfast there had been a scene. Quite a usual thing, of course. Noel was accustomed to the performance, and simply sat smoking cigarets and saying nothing, while "she nagged on and on in her cold, even, common voice, with that intolerable sniff at the end of every sentence which has nothing to do with a cold

REVIEWS OF NEW BOOKS

Continued

in the head but is just part of her make-up, like the faint cast in her left eye . . . and her muddy skin.

"But at last she did bring out something rather new. She had been comparing me with that poor old thing, Uncle Enderby, and saying that if I was in an asylum like him I couldn't be of much less use in the world. That was nothing out of the common, but it led her to say this: 'You've no business to wear a man's clothes, because any man's job would be above your capacity. . . . You're not fit to hold a horse's head. . . . You're not fit to carry a sandwich board. . . . You're not fit to scare crows. You're not fit to write sentimental stories for a servants' magazine. . . . Yes, I don't believe you could even write stories for a servants' magazine.' And with that she made her exit. It was a good line, too. . . . I must confess she got me on the raw a little with it. . . . It was a beastly thing to say and it annoyed me a good deal. But I didn't show it. . . . I never have lost my temper with her and, so help me bob, I never will. I haven't put up with ten years of Mrs. Noel Carton to be handed the key to the street now. And if I once should lose my temper with her—I mean really lose it—I don't know what I might say or do."

Yes, it was merely that chance taunt of Josephine's which started Noel Carton to writing his novel. And that very evening she gave him the plot. They dined out and Noel devoted himself to the girl he had taken out, a young and pretty thing. She amused him, and then, it annoyed Josephine, who was helpless at the time. But in the brougham going home she let Noel have it. There was a long tirade, and she ends thus:

"'Oh, I'm not afraid of finding myself supplanted. If there was nothing else *I'd* see to that. So don't try it on, that's all.'

". . . A funny, odd thing, this human heart that everybody's so busy studying nowadays. Josephine hates me like a bad smell, yet I can make her jealous by talking an hour with a girl of eighteen. Or is it of the girl's years she's jealous? Who knows? Who cares?"

Anyhow, the plot leapt into Noel's head. His hero is to be a poor devil like himself, married to a rich, common wife, without a penny of his own. . . . "He's sold himself for a slave and he's afraid to run away . . . because he'll starve unless his missus provides him with grub . . . all he wants is decent clothes and decent meals and a decent house to live in, with a little pocket money for baccy and his weekly hair-cut. He's just an empty husk of a man, all the juice squeezed out of him by the trampling of his wife's large feet . . . still, he's not absolutely finished, because, you see, presently the girl comes along and that sets the story going. That wakes him up. She's a glorious girl. What happens then I'm not altogether clear about, but . . . anyhow, I've got my opening scene. I'm going to tackle it now. Josephine's in it. I'm going to give her socks, damn her!

"'I hate her.

"'I hate her.

"'I hate her.

"'Also, I hate her.'"

Whereupon Mr. Noel Carton begins the great novel. The opening scene is at his own club. Two men are sitting in the window, Nigel Carter and a certain Gen-

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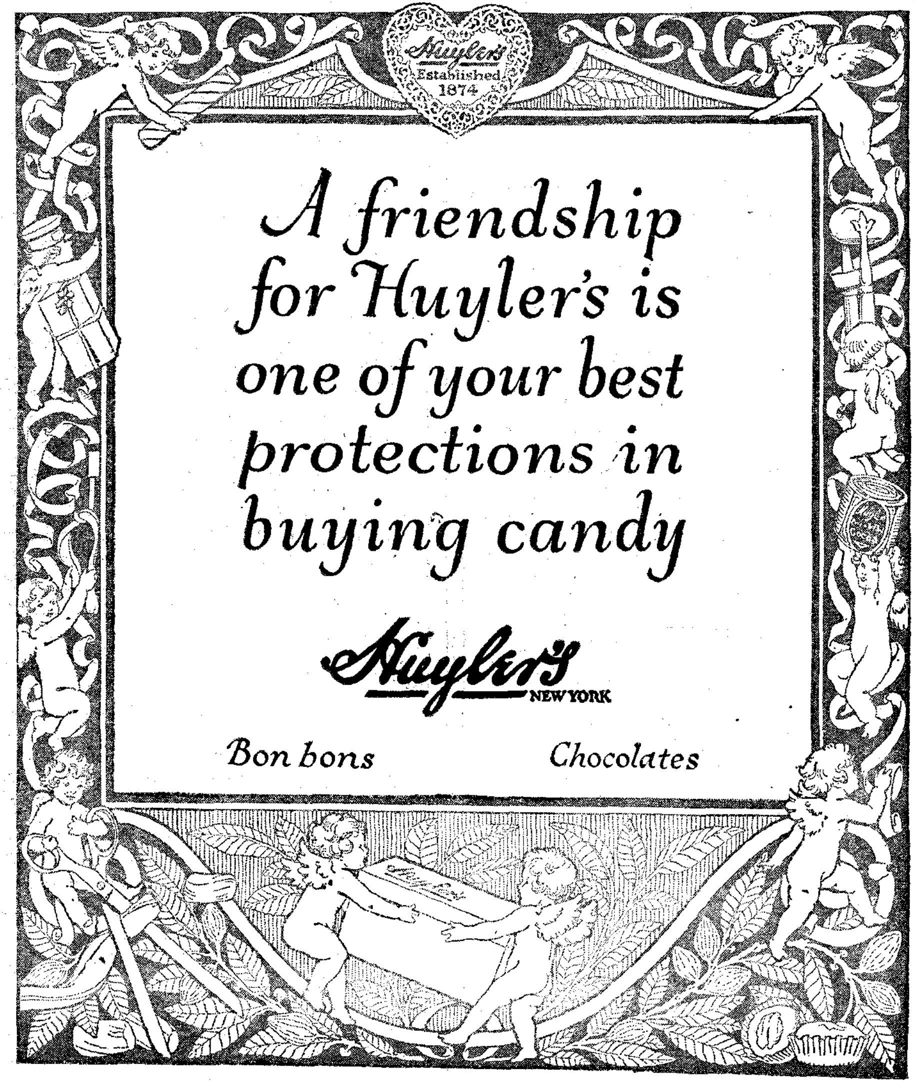

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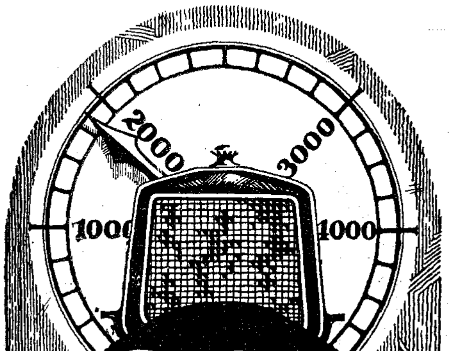

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REVIEWS OF NEW BOOKS
Continued

eral Badgworthy. The General has noticed a girl going down the street, and as he chooses to pose as an old dog, he calls Nigel's attention to her in what Nigel thinks an insufferable manner. But she is a beauty, tall, slim, golden-red hair, drest all in white, exquisite. The General goes on being very sly and doggy, until Nigel can not stand it and abruptly gets up and leaves. He is waiting for his wife, who is to meet him and take him to a luncheon party, but the hour is not yet, so he strolls out. He runs across the girl, entirely without design, and even picks up her handkerchief for her. "She thanks him and goes her way. "Never in his life had he looked into eyes so wholly kind." And Nigel fell back with his heart beating, but laughing a sour little laugh at himself. Then he returned to the club, where Jocelyn, his wife, already waited. She was early, but that does not prevent her from making a scene—a scene cut short by the appearance of the General, who comes to grin and insinuate that Nigel had a reason for running out of the club, but he is introduced speedily to Mrs. Nigel Carter and so choked off. And the husband and wife drive off to the Carlton, where they are to meet Sir Montague Ashe and Lady Ashe.

While Nigel sits in the lounge waiting for Jocelyn to prink, the girl in white enters, evidently also coming to join a party. They catch each other's eyes and a faint smile of recognition dawns in those of the girl. She goes on into the dining-room. Jocelyn returns, furious at the lateness of her guests, leaves to telephone them, and while she is away a man enters—Ronald Wantage.

Nigel knows him. He belonged to that happy period he could hardly believe he had ever known, the period he was always striving to forget. Before he can check himself he calls out, and Ronald fairly leaps at him. He is obviously delighted at the encounter, and poor Nigel felt a warm glow pass all over his body. It had been so long since anybody had been pleased at meeting him.

It didn't take long for Ronald to sum up his situation for Nigel's benefit. He is back from years in Africa, sound and hard as a nut, with a gold-mine, and he was to marry in a month's time the most glorious girl—she was here even now, with her aunt. Yes, there—and he points out the Girl in White.

Won't Nigel lunch with them?

But Nigel's wife must be considered. Ronald is delighted to hear that old Nigel is married. Won't they both come? And they do, for the Ashes have failed them.

From this point the novel goes on merrily. Nigel does not look like Noel, but the situation of the two is identical so far as the hated wife is concerned. Noel has no fine man friend, no glorious girl, however. But there is an odd thing about General Badgworthy. For he proves to be real. There he sits, in the club window, just as Nigel saw him, and there he has been sitting. "It's a thing that no true Man-o'-Letters could possibly neglect to put in his journal, because it's a perfect instance of the working of the subconscious mind. . . . I'd simply taken him, hat, mustache, eyeglasses and all, and put him into Chapter I."

And on inquiry it develops that he had taken the General's name, too. He decides he must come out of the story, but not for a while. There is Chapter II to be written. A great chapter where we all get very well acquainted with Ronald and Hilda, the glorious girl, and where Jocelyn is as vulgar and unbearable as ever Josephine could be. But Nigel himself turns out an unexpected wit, and keeps the party in a glow of appreciation.

Chapter III is different. Here the journal and the novel get rather mixed. For this chapter is a dream. A curious dream. Noel, worn out with trotting round after Josephine all day, and with writing his journal, hops into bed with an aching head. But he can't sleep, and, raging, he jumps up and takes three sleeping-tablets. They "did the trick as soon as I'd got back into bed, and no wonder, for I'd never taken more than one before. . . . . .

"I found myself in a smallish room. . . . rummaging with my hand in one of the small drawers of a wardrobe. . . . I wore dress trousers and a stiff white shirt and pumps. . . . I was in a hurry because I was late and I was swearing viciously at myself. . . . I found a dress tie, . . . dragged on a dress waistcoat and coat, and hurried out of the room. . . . I ran downstairs through a quite unfamiliar house. . . . A door faced me. I opened it and went into a drawing-room. In a chair by the fireplace sat a woman . . . uncommonly like Josephine, but she wasn't Josephine. . . . She looked up as I came in and said: 'Really, Nigel, I can't see why you always come down at the very last possible minute. . . . Your tie's crooked. Please put it straight at once.' . . . . . .

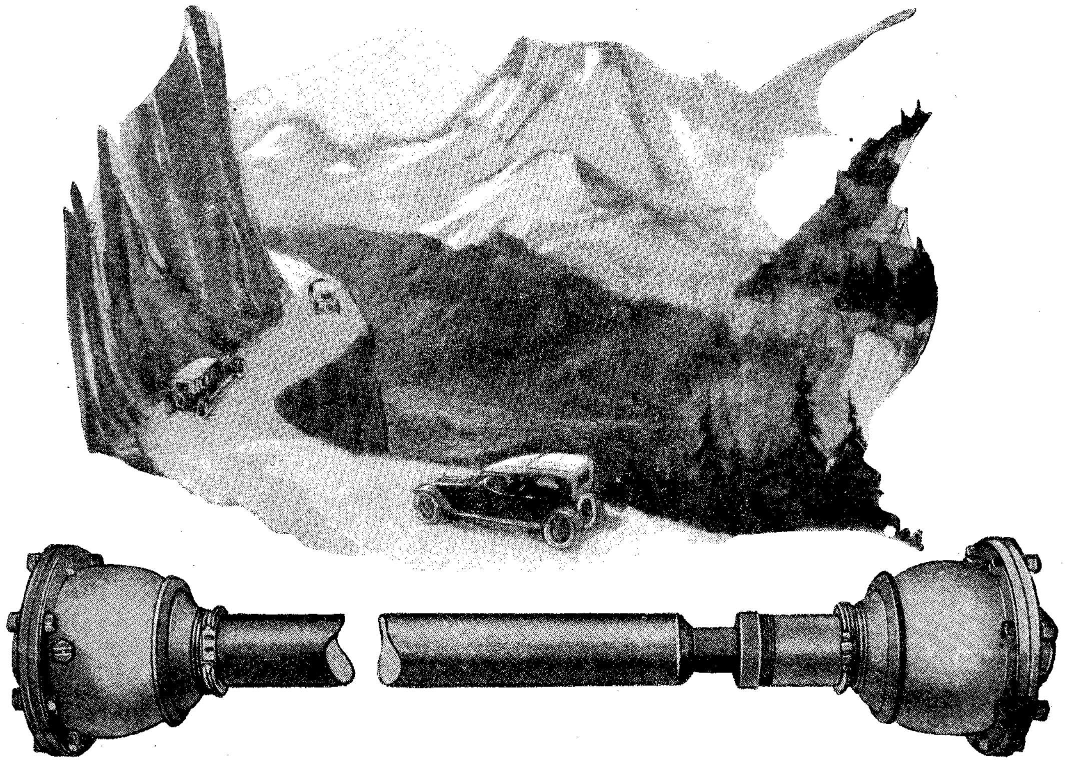
"I did as she suggested. I went to a mirror that hung over the fireplace and began to put my bow straight.

"Now this I swear. When I tied it upstairs I'd looked at my own reflection in the mirror of my dressing-room. Now I saw the face of a stranger above the tie I was arranging. He was a very fair man with a rather vapid face, a tall forehead, rather thin hair, a weak chin and mouth, and teeth like a rabbit. At the same time he was a big, well-built fellow with broad shoulders—twice the man I am. Yet I felt no surprize."

The guests who arrive presently are General Badgworthy, Ronald, Hilda, and her aunt, Lady Anson. They are come to dine, and then to go to the theater, agreeable to an invitation given them during the course of the luncheon in Chapter II.

It is a thrilling chapter, this dream one. There is a great fire in the theater and it is Nigel who saves the party, luckily remembering a hidden door through which, with great presence of mind, he leads them. The whole thing is so vivid that it is difficult to believe Nigel is not as alive as Noel and that the journal is more actual than the novel. Even Noel finds it hard to separate the two men in his mind, and he is falling in love with the visionary Hilda precisely as tho his story were reality and not the great fiction he purposes to write. But he doesn't want that. It's too unhappy. "No, by God! I don't envy Nigel his present situation, and the less I have to do with his love-affair—except always as its creator and manipulator—the better I'll be pleased. . . . I've looked at the light in Hilda's hair through his eyes quite as often and as long as I care to. And henceforth I'll be obliged if he'll keep his place, which is in the chapters of my novel, and not intrude himself into my dreams and my body." . . . . . .

But Nigel won't stay put. Presently there is another dream, even more vivid than the first. It comes after Chapter IV, where Nigel does a gallant rescue on horseback and falls more in love than ever



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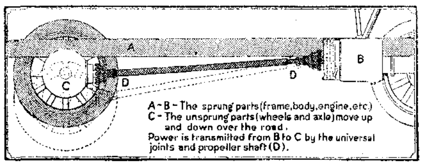

A–B – The sprung parts (frame, body, engine, etc.)
C – The unsprung parts (wheels and axle) move up and down over the road.
Power is transmitted from B to C by the universal joints and propeller shaft (D).

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Man mills away in wheat vital elements of life

Largely to this waste we can now trace the fact that one-third of America is undernourished

ONE in every three of us—rich and poor alike—suffers from malnutrition, authorities say.

Not in Russia, in Austria, in Armenia, but here in America, the world's greatest food-producing nation!

You hear, every day, complaints of "that tired feeling." You see your friends developing "nerves," weakening under the strain of our modern life.

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Though you eat *enough* food, the chances are one in three that you or your family do not get enough of certain food elements.

Elements the body needs

The body is composed of water and sixteen vital chemical and mineral elements. To attain its fullest development, to maintain its health and normal functions it must be supplied with food containing all these elements.

In the whole wheat grain Nature offers us these sixteen vital food elements in more nearly the proper proportion than in any other food, save possibly milk.

But, in the modern preparation of wheat, many of these elements are largely lost through the removal of the six outer layers of the grain, commonly called the bran. The iron, which makes that part of the blood which carries life-giving oxygen to every cell. The calcium, predominant element in every bone. The phosphorus which the brain and nerves must have. Elements—these and others—absolutely essential to health and growth.

Only in the whole wheat grain can *all* of them be secured.

The sixteen vital elements of nutrition

Oxygen
Nitrogen
Hydrogen
Carbon
Sulphur
Magnesium
Phosphorus
Calcium
Sodium
Chlorin
Fluorin
Silicon
Manganese
Potassium
Iron
Iodine

In the whole wheat kernel *all* of these elements are found. But man mills away most of the last twelve of them in the outer six layers of the grain.

"He has suffered both stomach and intestinal congestion just to the extent that his refining process has been carried on," says one authority. And another says of these wasted elements: "Much ill-health and malnutrition come from their insufficiency."

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Served with cream and a bit of sugar if you wish, it makes a vital energy ration of surprising deliciousness.

If you have a child who is not so rosy-cheeked and active as he should be—give him Pettijohn's.

If you yourself are feeling below par in energy and vim—try Pettijohn's.

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Make tomorrow's breakfast of Pettijohn's, the sixteen-vital-elements food. Your grocer has it—or will gladly get it for you.

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REVIEWS OF NEW BOOKS
Continued

Comes with more tablets, after a sleepless night. And when it is over, Noel hardly knows what to think. "Was it Nigel after all? Did I dream last night that I was a man called Nigel Carter; or is Nigel Carter now dreaming that he is a man called Noel Carton? Am I writing a novel? Is Nigel writing a journal? And Hilda? . . . My dream girl, my dream love!" . . . . . .

Nigel goes to bed and wakes as Noel, or it is simply that Noel wakes up. But he can no longer think of Hilda as unreal, and he is more interested now in putting down his own thoughts and sensations in the journal than in getting on with the novel, except when he can fall asleep again and dream himself Nigel. He finds it hard, when he wakes out of one of the dreams, to understand that he is not Nigel, going down to breakfast with Jocelyn, but Noel on his way to Josephine. And now he finds it impossible to write the novel in the third person. "Nigel insists on being *I*. Or rather, it is *I* who insist on being Nigel."

Things go on this way, mixing reality and the novel, until poor Noel gets to calling Josephine Jocelyn, and to alluding to incidents in the novel as tho they had happened in real life. Josephine accuses him of drinking.

And then he throws himself again into the story. He no longer needs to dream, which is fortunate, since even five tablets failed to send him off when he took that number, in agony at his wakefulness. But the novel saves him. He lives in that, and gradually he is winning Hilda from Ronald. On the eve of the marriage Hilda suddenly decides to put the ceremony off. She does not feel sure that she loves Ronald.

Three nights without sleep, and no more novel. Then Noel falls asleep, out in a shady spot in Kensington Gardens. When he woke the sun was low, and he felt calm and rested. He sets out for home, and suddenly meets Bill Rundle, Hilda's brother. Now, he and Hilda, that is, Nigel and Hilda, had agreed to part. But when he sees Bill he has to ask after her. Bill tells him she's coming to London to work for the poor. Then he says ta-ta, and goes on his way. But Noel remembers that he hasn't Hilda's address. He runs after Bill, calling to him to wait—when Bill suddenly vanishes.

"Well, there it is. That's what happened. And what is one to make of it? Or was it just a dream?"

Dream or no, Noel goes to meet all the trains that come into Paddington, sure that in time Hilda will get off. And she does, sure enough. But he loses her again. Yet, she confesses that she loves him—loves Nigel. Hilda loves him, and Jocelyn goes on living. What is more, Jocelyn is quite capable of harming Hilda.

Noel goes home, finds his wife out, and decides to hunt through her desk. He finds a revolver, and also a draft of a letter to her lawyer. It is clear to Noel that the woman is conspiring to have him sent to a madhouse. The letter is clear on that point. And then what will become of Hilda?

So he waits for Jocelyn to come back, and when she does—

"I didn't want any noise. I took her round the throat with both my hands. I say, I didn't want any noise. It had got to be *done* and I had no mind to be interrupted until it *was* done. . . . Well, *Hilda's* safe. There won't be any—"

THE FIRST STORY OF ENGLAND'S SUFFRAGE FIGHT

VIVIEN WARREN and Honoria Fraser are two young women who carry on a siness described on their office-door as nsultant Actuaries and Accountants, and ich embraces a variety of subjects, in-ding that of advice on certain legal mat-s, for, the women are not admitted to the r in England, still, as Vivie says, "If men clients choose to consult us there is law to prevent them, or to make our ing advice illegal." So these two Newn-m girls (strong suffragists, of course) are ning a good living in spite of the limita-ns imposed upon them, and Vivie is even ding law by herself so that she may alify in case the way should open.

When Sir Harry Johnstone wrote his ex-mely entertaining novel, "The Gay mbeys," he had a distinctively original a in linking his characters with those of e of the classics of the last century, and *tour de force* was successful. Whether has gained anything by connecting the *matis personæ* of his last story, "Mrs. arren's Daughter" (Macmillan), with one Mr. Shaw's rather disreputable heroines, y be questioned, but there is no doubt to the interest of his novel.

The story opens in June, 1900, and closes n after the armistice, a period which tnessed the most radical changes in En-sh life, so it is not strange that we find it cked from cover to cover with incident. deals with the career of an ambitious, ented young woman, who makes her y in the world in spite of certain handi-ps of sex and circumstance. Her "quali-ation" came about in this way:

A letter from a friend in a South-African spital, describing a young man dying in bed next him and telling Vivie some-ing of his history, gives her an oppor-nity. David Williams was the son of a elsh clergyman, and had been a source of uble and anxiety to his father for years. had studied under a London architect the name of Praed (an old friend of vie's), had got into some scrape for which aed had dismissed him, and gone out to rica, to meet his fate in the Boer War. In the story of this prodigal Vivie sees r chance to carry out a scheme she has g meditated. She arranges matters th her partner, obtains a suit of men's thes, and takes the plunge. She hires a t of chambers in the Temple and becomes student of law under the name of David illiams. She goes to her old friend aed, takes him into her confidence, tells her desire to be called to the Bar and ally gets him to help her. He tells her at he knows of Williams's history and luctantly consents to give a reference if lled on. Whereupon Vivie Warren dis-pears from the scene for a time and her ace is taken by one David Williams, who es in the Temple, is later called to the ar, and ultimately opens an office there. e also makes sundry visits to Pontystrad, here dwells the Reverend Howel Williams, hose failing sight prevents his seeing ex-tly what his son looks like, but is only too ad to welcome the reformed sinner. Only d Bridget, the nurse, suspects the truth, t she says nothing, seeing her master's ppiness. And so for eight years the aud is carried on.

This is the weak spot in the book. It is erfectly incredible that a woman could ass herself off successfully as a man for ch a long period, on so many kinds of eople, but, granted that the deception uld be maintained, the rest of the story not improbable.

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REVIEWS OF NEW BOOKS
Continued

Early in her masculine career Vivie makes the acquaintance of Michael Rossiter, a scientist who lives with his wife in London, where he has a fine laboratory in which he pursues his investigations into "the hidden processes of life, miscegenation in starfish, microbic diseases, the glands of the throat," and other abstruse subjects.

"He was the third son of an impoverished Northumbrian squire who on his part cared only for the more barbarous field-sports, and when he could take his mind off them believed that at some time and place unspecified Almighty God had dictated the English Bible word for word, had established the English Church, and had scrupulously prescribed the functions and limitations of women."

This was, indeed, a strange origin for a man like Rossiter, but still more incongruous was his wife, an estimate of whose taste and judgment may be gathered from the following:

"Linda conceived it was her womanly mission to lighten the severity of Michael's choice in furniture and decorations. She introduced rickety and expensive screens that were easily knocked over; photographs in frames that toppled at a breath; covers on every flat surface that could be covered . . . absurd ornaments, china cats with exaggerated necks, alabaster figures of stereotyped female beauty, and flower-pot stands of ornate bamboo."

The acquaintance ripens into a friendship, and finally Vivie's secret is exposed in the most commonplace manner. Dining one night at the Rossiters', after some strenuous work on a case, Vivie faints. Rossiter carries her into the library, unbuttons her shirt to feel her heart action—and the secret is out. Something else comes out too, for with the revelation of Vivie's sex there comes to both of them the knowledge of what their friendship really means.

"The secret had been guessed, was known; and as they held each other with their eyes as tho the world were well lost in this discovery, their lips met in one kiss, and for a minute Vivie's arms were round Michael's neck, for just one unforgettable moment, a moment she felt she would have cheerfully died to have lived through."

And now the reader must prepare for a surprize. Vivie is a distinctly modern woman. The matrimonial or antimatrimonial vagaries of certain of her friends displease, but do not alienate, her. She has principles, but no religious faith; she is a strong suffragist, having suffered a good deal from the various disabilities of her sex, and her legal career has been largely devoted to righting such of those wrongs as she could. Intelligent, keen-witted, and well educated, she is just the sort of woman one might expect to throw all considerations to the winds save that of her own and her lover's happiness, justifying her conduct to herself and the world by the well-worn excuses.

Instead of this she writes a long letter to Rossiter, in which she tells him her story, confesses her love for him, acknowledges his duty to his wife and to his career, and they part. For some three months Rossiter is not himself, muddles his experiments, loses his temper frequently, and even has two of his wife's most objectionable dogs secretly poisoned, but finally he settles down to "play the game" as Vivie says.

Meanwhile, David Williams goes abroad and is heard of no more, and some ti after Vivie Warren returns and throws h self heart and soul into the suffrage mo ment, an account of which, with its m tant phase, is fully given. This is perh the first time that a compact account the struggle of the years 1910–11–12 been attempted in fiction, and tho now th days seem to lie many years behind us a much of the interest has subsided since object was attained, the record is a va able one, tho not always pleasant readi The account of the Derby, when Miss Da son threw herself upon the neck of the Kin horse, is very striking.

"A great surgeon happening to be Epsom race-course on a friend's drag, h hurried to offer his services. . . . Presen there was a respectful stir in the privileg ring, and Vivie was conscious by the rais of hats that the King stood among the looking down on the woman who had offe up her life before his eyes to enforce woman's appeal. He put his inquiries a offered his suggestions in a low voice, Vivie withdrew, less with the fear that right to be there and her connection w the tragedy might be questioned as fr some instinctive modesty. The occas was too momentous for the presence o supernumerary. Emily Wilding Davi should have her audience of her sovere without spectators."

Then comes the Great War. Vivie just been released from prison, where has been serving a three years' sentence arson, and is caught in Brussels by opening of hostilities. The remainder the story deals with the war and conta the incidents one might expect. One ch ter is devoted to the execution as a spy the Germans of a young Englishman wh in Brussels only upon private busine And yet the author does not depict Germans as all incarnate devils; Vivie pleasant relations with some of them dur her career in the Red Cross. The war g on to its close. An air-raid in London stroys Rossiter's laboratory and kills wife, a piece of news that Vivie lea through an old copy of *The Times* wh falls into her hands. And then eve begin to march rapidly. The armistice signed and Sir Harry winds up his st with a chapter disposing of his charact in a satisfactory manner. The book is full of incident that it is impossible to more than indicate the outlines of a m interesting novel, told in the author's vi and incisive style.

Nothing in That Line.—A visiting m ister was proceeding to examine the childr of a Sunday-school as to their gene knowledge of Bible characters, and beg

"Who was the first man?"

"Adam," they all answered in chorus.

"Who was the first woman?"

"Eve," they all shouted.

"Who was the meekest man?"

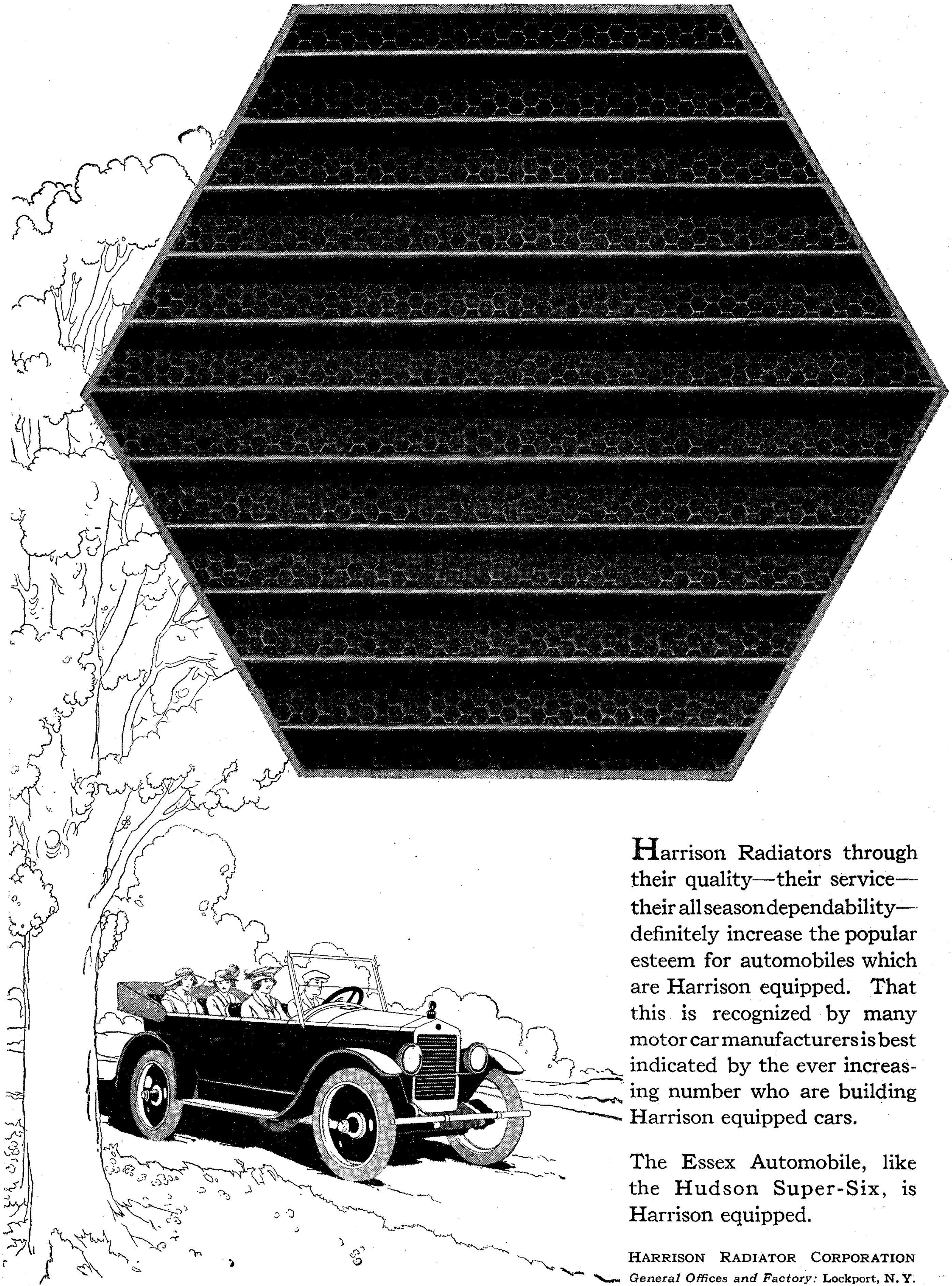
"Moses."

"Who was the meekest woman?"

Every one was silent, the children look blankly at each other, but none co answer. Finally a little hand went u and the preacher, looking at the lit fellow, said: "Well, my little man, w was she?"

"There wasn't any," confidently asse ed the boy.—*Western Christian Advoc (Cincinnati).*

A Socialist Help.—If the "pen" mightier than the sword, Debs is w equipped for the fray.—*Columbus Dispat*



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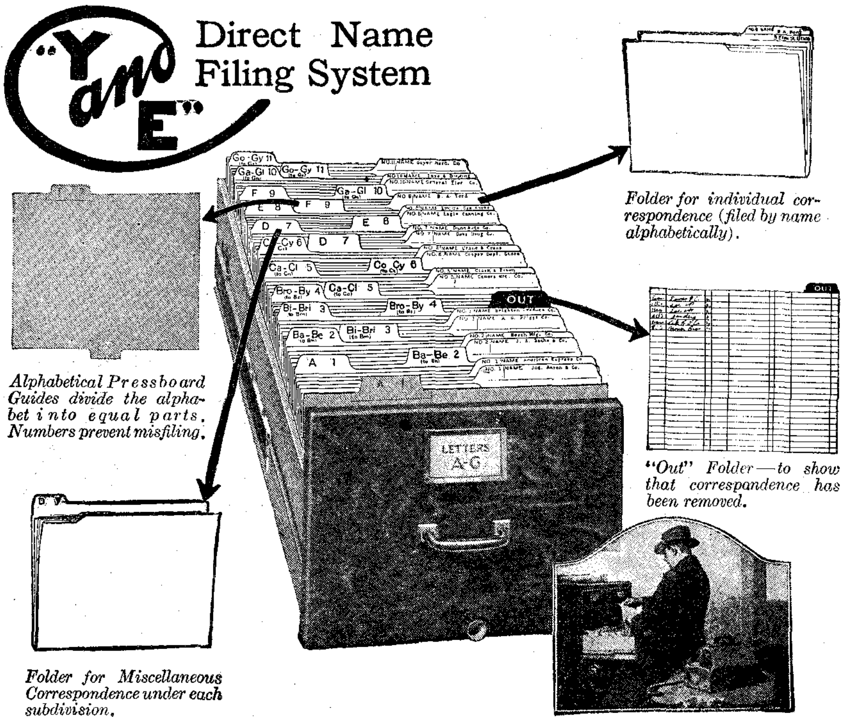

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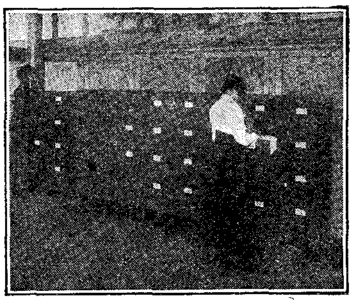

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VAST POWER OF THE AMER CAN PRESIDENT

(Continued from page 40)

and is the subject of general editorial co ment throughout the length and breadth the land. It is supposed, tho often error ously, to embody in a very direct sense t policy of the Presidential party; it st the country; it often affects Congressior elections; and if its recommendations co respond with real and positive intere of sufficient strength, they sooner or la find their way into law.

"The veto power, taken in connecti with the message and the appointi power, is an effective political instrume in the hands of the President. By using threat of the veto, he may secure the pa sage of bills which he personally favo and at all times, in considering importa measures, Congress must keep in view t possible action of the President, especia where it is a party question and the corr attitude before the country is indispensab Mr. Roosevelt even went so far as to wa Congress publicly that he would not si certain measures then before that body and raised a storm of protest from th who said that he should not veto a l until it was laid before him.

"In addition to his powers and duti the President enjoys certain privileges a rights. No tribunal in the land has a jurisdiction over him for any offense. can not be arrested for any crime, no mat how serious—even murder. He may impeached, but until judgment has be pronounced against him he can not be any way restrained of his liberty."

And the President—if he has a genius politics, and many a President has poss that gift—can sometimes actually cont the making of laws, and there is no m illustrative instance of this than Lincol maneuvers to secure the adoption of t Thirteenth Amendment, which freed t slaves. Charles A. Dana tells the story:

"In order thus to amend the Consti tion, it was necessary first to have t proposed amendment approved by thr fourths of the States. When that qu tion came to be considered, the issue w seen to be so close that one State m was necessary. The State of Nevada w organized and admitted into the Union answer that purpose. I have sometin heard people complain of Nevada superfluous and petty, not big enough to a State; but when I hear that compla I always hear Abraham Lincoln sayi 'It is easier to admit Nevada than to ra another million of soldiers.'

"In March, 1864, the question of allo ing Nevada to form a State governme finally came up in the House of Rep sentatives. There was strong oppositi to it. For a long time beforehand t question had been canvassed anxious At last, late one afternoon, the Preside came into my office, in the third story the War Department. . . . . .

"'Dana,' he said, 'I am very anxi about this vote. It has got to be tak next week. The time is very short. It going to be a great deal closer than I w it was.'

"'There are plenty of Democrats w will vote for it,' I replied. 'There is Jam E. English, of Connecticut; I think he sure, isn't he?'

"'Oh, yes; he is sure on the merits the question.'

"'Then,' said I, 'there's "Sunset" Cox, of Ohio. How is he?'

"'He is sure and fearless. But there are some others that I am not clear about. There are three that you can deal with better than anybody else, perhaps, as you know them all. I wish you would send for them.'

"He told me who they were; it is not necessary to repeat the names here. One man was from New Jersey and two were from New York.

"'What will they be likely to want?' I asked.

"'I don't know,' said the President; 'I don't know. It makes no difference, tho, what they want. Here is the alternative: that we carry this vote, or be compelled to raise another million, and I don't know how many more, men, and fight no one knows how long. It is a question of three votes or new armies.'

"'Well, sir,' said I, 'what shall I say to these gentlemen?'

"'I don't know,' said he; 'but whatever promise you make to them I will perform.'

"I sent for the men and saw them one by one. I found that they were afraid of their party. They said that some fellows in the party would be down on them. Two of them wanted internal revenue collector's appointments. 'You shall have it,' I said. Another one wanted a very important appointment about the custom-house of New York. I knew the man well whom he wanted to have appointed. He was a Republican, tho the Congressman was a Democrat. I had served with him in the Republican county committee of New York. The office was worth perhaps twenty thousand dollars a year. When the Congressman stated the case, I asked him, 'Do you want that?'

"'Yes,' said he.

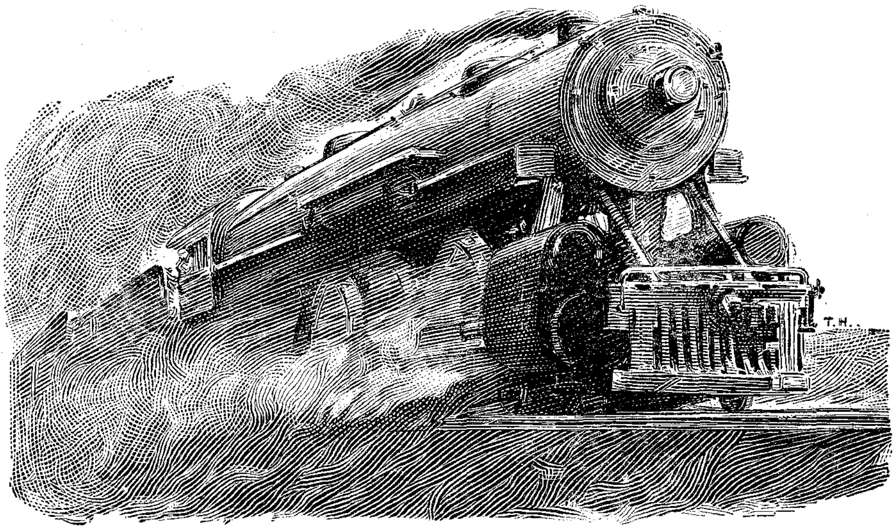
"'Well,' I answered, 'you shall have it.'

"'I understand, of course,' said he, 'that you are not saying this on your own authority?'

"'Oh, no,' said I; 'I am saying it on the authority of the President.'

"Well, these men voted that Nevada be allowed to frame a State government, and thus they helped secure the vote which was required. The next October the President signed the proclamation admitting the State. In the February following Nevada was one of the States which ratified the Thirteenth Amendment by which slavery was abolished by constitutional prohibition in all of the United States."

It follows, then, that—considering the vast powers of a President and the enormous influence he may command—we face a grave problem of democracy, every fourth year, in our choice of the right man. But there is a deeper, because more abiding, problem in the question as to whether we have the right machinery for choosing that man. We vote—freely, and on the whole, conscientiously. But who selects the candidates for whom we vote? Are they always the candidates the rank and file of their own parties desire, or are we perhaps the victims of a system which, while thoroughly democratic in principle, is anything but democratic in its operation and results, so that we might almost as well have the French method of electing a President? In succeeding articles of this series, THE LITERARY DIGEST will review the opinions of eminent authorities upon our machinery for President-making.



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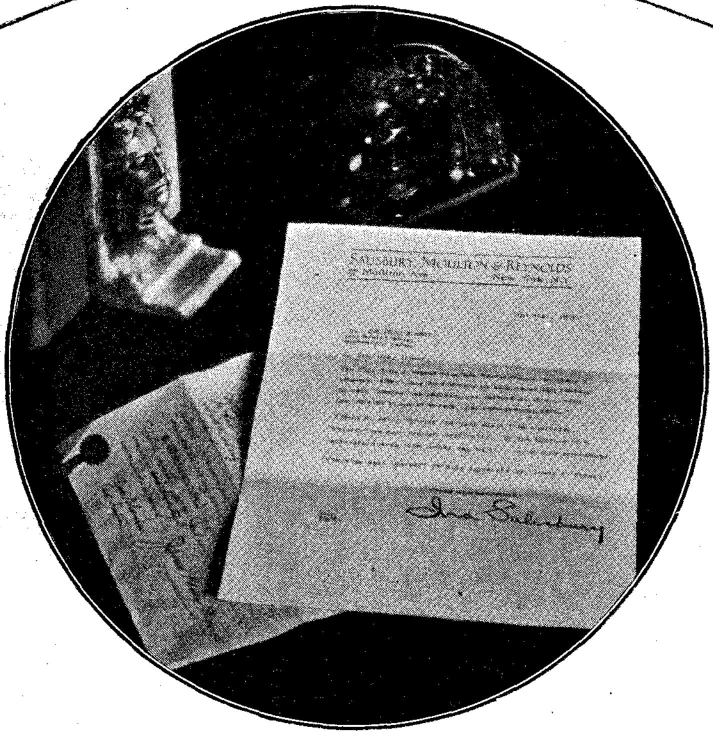

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E

A COUNTY HEALTH CENTER

CALIFORNIA is becoming known as a State where the adoption of the county as a public-service unit has been successful in abolishing distinctions between well-served cities and neglected country districts in the same general community. Her county libraries are the envy of older States where the law does not permit the establishment of these public utilities by counties. The latest development of this sort would appear to be the county health center with its rural branches, where are consolidated and developed all the sanitary and hygienic interests of the region—the medical inspection of public-school children, operation of public clinics and dispensaries, and the coordination of local medical and public health organizations. The center at Alameda County, located in the city of Oakland, is described by Miss Annie Florence Brown, a member of the executive committee of the center, in an article contributed to *The Modern Hospital* (Chicago). Writes Miss Brown:

"The Public Health Center is an organization which consolidates, administers, and increases the efficiency of public health, relief, welfare, and charitable work in the community. This is done by: (1) The consolidation, maintenance, and improvement of public clinics of all kinds; (2) the installation for their use of complete scientific laboratories; (3) the conducting of popular education in hygiene and sanitation; and (4) the elimination of duplication and overlapping of effort in the field of community service by coordinating relief and social service agencies through the maintenance of a central clearing-house or confidential exchange.

"Three factors were foremost in the minds of those who were present at the initial meeting held in Oakland, Calif., in 1918, for the organization of the Alameda County Public Health Center. They were (1) the need for better health instruction in our public schools; (2) the establishment of adequate dispensaries in the community; and (3) the coordination of existing public health organizations in the county, chief among which was the Anti-Tuberculosis Association, which had been well established for a decade.

"In June, 1918, a preliminary meeting was called for the purpose of organizing. . . . As a result of this meeting it was determined to urge that the health work of the public schools of Oakland and Berkeley, together with the work of the Anti-Tuberculosis Society of Alameda County, be placed under the direction of the proposed health center, which should be supervised by a director professionally trained in public health. . . . . . .

"It was further determined at this meeting to develop the health center under the direction of an advisory committee. . . . Upon the appointment of the committee, each of the agencies in Alameda County performing health, relief, and welfare work was invited to send two representatives—one a professionally trained worker, the other a non-professional representative, to hold membership in and join in organizing the board of governors. . . . At this first meeting a constitution was adopted defining the duties of delegates and vesting in the board of governors certain power to deal with questions of general policy. . . . . . .

"The main health center is temporarily housed in a building at one time owned and occupied by the former Oakland College of Medicine. Here had been conducted for more than twenty years various clinics both medical and dental, by a group of public-spirited physicians who contributed not only their time, but also the funds for maintaining same. In a most generous and progressive spirit this medical college presented the site, building, and equipment to the public health center.

"The Alameda County Medical Association has its headquarters in the health center building and has located therein its medical library and trained librarian. This medical library forms a nucleus from which will develop the educational work in hygiene, sanitation, and preventive medicine.

"At present thirteen different clinics are being conducted in this building under the supervision of the health center.

"Invitations were issued to all members of the Alameda County Medical Society asking their cooperation and requesting them to state in what department of medicine they desired to work. These invitations met with unanimous acceptance. Clinical committees have been organized from the physicians of Alameda County. The staff is divided into a consulting staff and a clinical staff. Each clinic is under a chief from the consultant staff assisted by a subchief from the clinical staff.

"Altho clinics are operated mainly for school children, a full line of clinics is also maintained for adults. Persons occupied during the day by business and industry are served at night clinics. Admission to these clinics is not entirely free, as a fee of twenty-five cents is charged each patient at entrance with a ten-cent charge for all subsequent visits. Treatment at night clinics, however, carries a charge of fifty cents and one dollar.

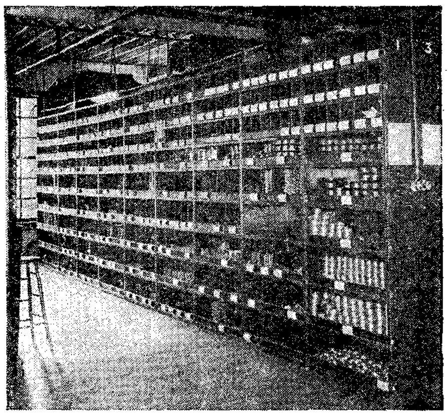
"Before admission to a clinic, a careful examination of each case is made by a well-organized social service department.

"As each case leaves the health center it is carefully followed up by the Department of Social Service. A number of large hospitals in our community have turned over their social service work to the health center. The new county hospital now under construction plans to have all admissions of the patients through the social service department of the health center.

"In connection with this department there is being developed a clearing-house or confidential exchange for clinical, nursing, and social service activities for other agencies in Alameda County as well as for the health center. A uniformity of record system and organization will thus coordinate the social service work of the county.

"A site covering a city block located at the civic center of our community has already been purchased. An active campaign is now being conducted under the chairmanship of Dr. Daniel Crosby, former health officer of Oakland, for a fund of one hundred thousand dollars for a modern building.

"The plans for this proposed building contemplate a two-story U-shaped structure with a central court. On the first floor will be the lobby, waiting-rooms, and



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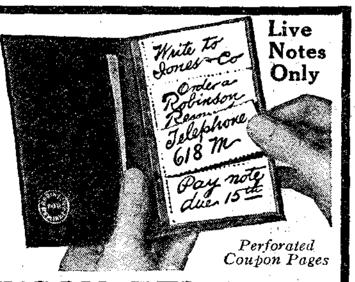

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SCIENCE AND INVENTION
Continued

administrative offices. In one wing will be located rooms for dental, medical, surgical, and orthopedic clinics. . . . The opposite wing will be devoted to clinics for school children. In this wing will also be found the administrative offices for the health development work of the public schools. . . . An important feature of the new health-center building will be the large modern dental clinic and dental laboratories. . . . On the second floor will be located the library and meeting-place for the Medical Association of Alameda County. On the same floor lecture-halls well equipped with stereopticon and moving-picture apparatus will afford ample opportunity for popular lectures on public health, hygiene, and sanitation. During the day hours will be given talks to all the grades of school children. The evenings will be utilized for lectures to adults engaged in industries during the day.

"Provision is being made for a department of dietetics where instruction will be given to mothers in the value of different foods for children as well as for the sick.

"Altho the main health center is situated in Oakland, (a city of 216,361 population, the largest city in Alameda County), Berkeley, the seat of the State University, with a population of 55,868, has also its health center, which has developed from a well-organized institution known as the Berkeley Dispensary. Soon Alameda, one of the sites proposed for the Pacific coast naval base, with a population of 28,806, will also have its health center.

"Numerous small towns remote from the populous districts in Alameda County have called upon the main health center for supervision in establishing branch health centers. A number of these are now in operation, one in San Leandro, a town of 4,500 population; another at Hayward, population, 4,000; a third at Niles, population 1,500. This latter health center will serve four or five smaller towns covering a district known as the Washington Township. Plans are now in preparation for the establishment of a health center at Livermore, population, 2,450, where is located a splendidly equipped institution for tuberculous patients, known as Arroyo Sanitarium.

"In congested districts of the city of Oakland, where the foreign element predominates, branch health centers known as 'Well-Baby Conferences,' 'Children's Clinics,' 'Malnutrition Classes,' and 'Dental Clinics,' have been established directly in conjunction with the public schools. These clinics are often operated in cottages upon the school premises and under the direction of the director of the health center assisted by the school-nurse. . . . . . .

"A marvelous and ever-increasing source of revenue is obtained from our former Red Cross shop, which at the close of the war was given to the health center for operation. On invitation from the health center the public schools of Oakland were asked to cooperate in gathering old clothes and salvage of every description. The shop is now known as the Junior Red Cross Shop, and each month yields a steady income of over three thousand dollars, all of which is used for the health work of the children of our community. . . . . . .

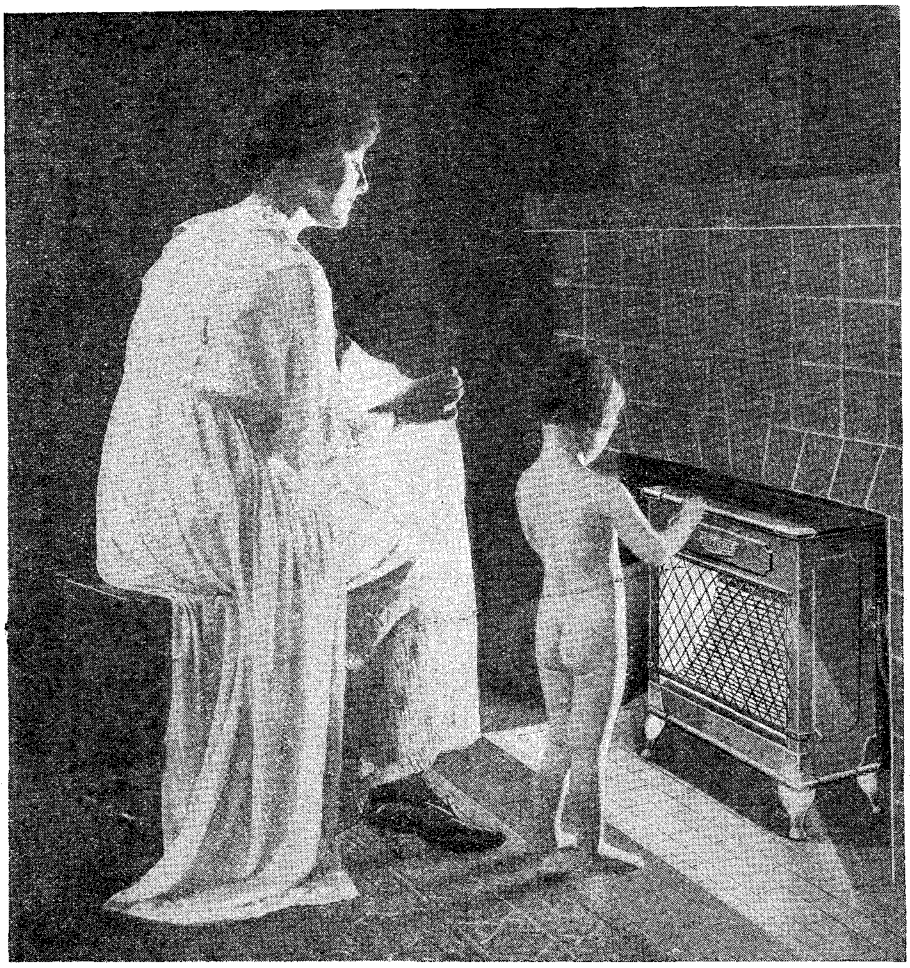
"Until the community has learned the value of these health centers and asks for their establishment, it is thought best not to urge too large an appropriation for this purpose. So, at present, most of these school health centers are financed by women's clubs, prominent among which are: the Oakland Club, the Home Club, Collegiate Alumnæ, and New Century Club. The Mothers' Clubs are lending their effort in many directions to make these school health centers a success."

RECONSTRUCTED MILK

THE *only difference* between dried skimmed milk and the product before drying is that water has been removed. Is it possible to restore the water and obtain liquid milk again? Facts set forth in *Public Health Reports* (Washington) indicate that it is, and that furthermore, by restoring the butter-fat removed in skimming, we may build up normal milk once more. The former government city of Nitro, W. Va., situated in a region where it is difficult to obtain fresh milk in quantity, was supplied by a plant operated on this principle. Indications are that milk "reconstructed" in this way from water, butter, and milk-powder may take the place of fresh milk, under some conditions, and is an excellent product with which to supplement an insufficient supply. Writes Earle B. Phelps, consultant to the United States Public Health Service, in a foreword to the account to which reference is made above:

"The possibility of supplying to a community a milk reconstructed from its previously desiccated components and water depends on a series of steps, the commercial development of which has been taking place for many years. These are the mechanical separation of the fats in the form of cream from the skimmed milk, and modern processes of butter-making; the development of processes, first, of skimmed-milk evaporation, and, finally, of complete desiccation to a powder containing, in readily soluble form, all the milk solids except the fats; the development of mechanical means of emulsifying butter-fat in water or skimmed-milk solution, thus reconstructing the cream; and, finally, the conception of reconstructing a whole milk by emulsifying butter-fat into a solution of milk solids of proper strength.

"The particular situation which has been created by the possibilities of *reconstructed milk* is without precedent, and, as it deals with one of the most fundamental of the human foods, a most conservative attitude upon the part of the officials charged with the enforcement of the pure-food laws has very properly been maintained. In view, however, of the tremendous advantages which are foreseen in the development of this field, it is believed that the problem must be handled entirely upon its own merits and with the utmost frankness. There can be no question of the impropriety of handling reconstructed milk, except under its own label and with complete information as to its source and method of preparation. If it can be shown, however, that reconstructed milk can be marketed in a community under cleaner and safer conditions and at less cost than can ordinary milk, the consumer is entitled to these advantages, just as he is also entitled to know exactly what he is purchasing, and, if he prefers to use fresh cows' milk, to be assured that he receives that for which he asks and pays."



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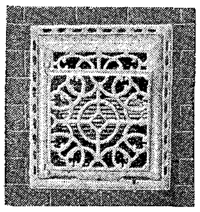

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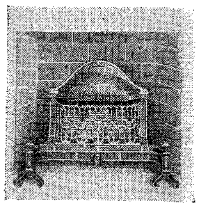

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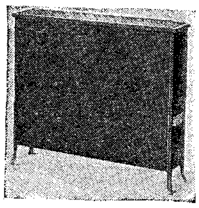

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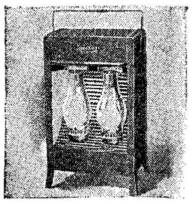

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SCIENCE AND INVENTION

Continued

Albert F. Stevenson, who planned and executed the work at Nitro, and Charles C. Peck, his assistant, write as follows in the same bulletin:

"For some time it has been known that a liquid closely resembling milk and cream could be made by emulsifying butter-fat obtained from unsalted butter in a solution of skimmed-milk powder or diluted evaporated skimmed milk. This procedure has been very widely used by the ice-cream industry and has been sanctioned for this purpose by the pure-food officials. This liquid has also been made in small quantities at some army field-hospitals and on several of the battle-ships to furnish a supply to the officers' mess. It has been made at various dairy and milk shows as a means of advertising milk-powders.

"The manufacture of reconstructed products on a small scale led to the assumption that a fairly large-scale plant could be successfully operated and the milk supply of a city the size of Nitro manufactured. After conferring with officials of the department of health and sanitation and the commissary department at Nitro, it was decided to recommend the building and equipping of a plant of sufficient capacity to supply the entire city with reconstructed milk and cream.

"Reconstructed milk, reconstructed cream, ice-cream, and fermented milk products, such as cultured buttermilk and cottage cheese, were all manufactured.

"If the skimmed-milk powder to be used has been selected with proper care, the process of dissolving it is not a difficult one. At Nitro a vat buttermilk-machine of ordinary design was used for this purpose. This machine was of three hundred gallons capacity and was equipped with a revolving heating-coil to which blades were attached, serving simultaneously as agitator and heater. It was found that better results were obtained when the powder was removed from the barrel with a large sugar-scoop. After the complete solution of the powder had taken place, the skimmed milk was pumped to one of the mixing-vats on the balcony. Here the necessary amount of butter, which had previously been cut into four-inch cubes on the porcelain-topped table provided for the purpose, was added, and the mixture brought to a temperature of 146° F. and held there for thirty minutes. It was found that by the time the temperature had reached 146° F. all the butter had melted.

"After the mixture had been pasteurized, and while it was at the pasteurizing temperature, it was passed through the centrifugal emulsors.

"Emulsification is brought about by the forcing of the mixture of butter and skimmed milk through an extremely narrow opening, using centrifugal force generated by revolving the bowl of the emulsor at a speed of approximately fifteen thousand revolutions per minute.

"From the emulsors the hot reconstructed milk was conducted to the upper trough of the cooler through sections of one-and-one-half-inch sanitary milk pipe to which had been attached small conductor heads. The milk from the emulsors contained a great deal of foam, and difficulty was experienced in transmitting this foaming product to the cooler. The use of an external tubular cooler would eliminate to a great extent this waste and inconvenience."

The quality of the resulting product is thus described:

"The manufacture of milk-powder and reconstructed milk is in its infancy. The processes have been studied to some extent, but little is known regarding the effect of the various methods of drying and reconstructing on the composition of the finished product. Infant-feeding experiments have been conducted in England in which dried milk-powder was used. These experiments indicate that children can be raised on reconstructed milk with no more difficulty than on normal cows' milk.

"To the casual adult drinker of milk, carefully produced reconstructed milk made from the better grade of powders available in quantity on the market today has the appearance of normal milk, except that it lacks a cream line. It has a flavor slightly more 'cooked' than the pasteurized market milk. This flavor to many observers gives the impression of excessive 'richness.' It is not objectionable to those used to pasteurized milk, but is somewhat distasteful to those accustomed to drinking raw milk. The freshly made product very easily passes for first-class normal milk. One serious physical defect exists, however: the fat-emulsion as produced at Nitro is not wholly permanent. On standing for forty-eight hours at a temperature approximately 35° F. or for twenty hours at room temperature, a thin crust of butter forms on the top of the fluid. If the milk is kept in an ordinary refrigerator and consumed within twenty-four hours no separation is noticed. This 'buttering' in all probability is caused by some change in the complex ingredients of the skimmed milk brought about by the drying process. The power to hold fat in emulsion has been partially destroyed. As soon as this effect is overcome by the manufacturers, a product will be available which will readily compete with normal fluid milk. At present, reconstructed milk forms an excellent emergency supply which may readily take the place of normal milk during a shortage of the latter product."

HEART-BEATS FROM RADIUM—That radioactive substances have the effect of powerful heart-stimulants has been discovered by a Dutch physiologist, according to an editorial writer in *Chemical and Metallurgical Engineering* (New York). Says this paper:

"Belated information from Holland reveals researches which Professor Zwaardemaker has been making into the physiological effects of radioactivity. In some highly interesting experiments with solutions of radioactive metals on isolated frog hearts previously brought to a standstill with potassium-free Ringer's solution, the ingenious professor has coaxed the vital organs into renewed pulsations. Perfusion with solution of radioactive elements in proper dosage restored the heart-beat, whereas none of the non-radioactive elements did so. Dr. Zwaardemaker also discovered that the absence of radioactive element in the kidney allows the passage of sugar and throws the muscular wall of the arterioles out of action, while normal activity is restored by the addition of a radioactive element. Somehow we can not

Harding and Coolidge

Two Earnest Americans

soon to be President and Vice-President

and what they represent

Harding and Coolidge, your next President and Vice-President, stand for these things:

* * * * * *

Absolute control of the United States by the United States. No foreign dictation. No foreign control expressed or implied.

Americans can govern their country without Europe's assistance.

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Administrative economy and efficiency—an end to the scandalous squandering of national resources, reckless taxation and reckless spending.

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Protection and encouragement for American workers and business men.

Prosperity restored and permanent.

* * * * * *

Respect for American traditions and for American Independence, which are the foundations of this government.

On the fourth of July, in future as in the past, one flag will be seen. One is enough.

Independence means *independence,* now as in 1776.

* * * * * *

This country will remain American. Its next President will remain in our own country. American affairs will be discussed by American public servants in the City of Washington, not in some foreign capital.

We decided long ago that we objected to foreign government of our people.

If four million Americans could take care of themselves and their own affairs one hundred and forty years ago, one hundred million Americans—25 times as many—can do the same now.

* * * * * *

Harding and Coolidge will prove all this to the whole of Europe, Asia and Africa, when you send them to Washington.

Republican National Committee

Let's be done with wiggle and wobble

An ideal and convenient installation is the Speakman H-952½ Mixometer Shower over a built-in tub. Note the room inside the curtain and that you can use the shower without wetting the head.

COLD
SPEAKMAN
MIXOMETER

The Speakman Mixometer

*You use the water only once—
It drains off leaving you delightfully invigorated and clean*

AFTER a shower you feel great—Gallons of clean, sparkling water have cleansed each pore and refreshed every nerve. You hardly believed you could feel so fine. Experience this shower exhilaration yourself. Install a shower at home.

But just a word about shower bath fixtures themselves. They should be strongly constructed. You should know positively that all parts are past the experimental stage. Look especially at the water control.

In the most popular types of Speakman Showers the water is controlled by the Mixometer which regulates its temperature instantly—half a turn of the handle.

Speakman engineers long ago developed the Mixometer to its present stage of absolute perfection. And the Mixometer like all Speakman Shower parts bears the name SPEAKMAN.

When you talk to your plumber, architect or builder about Showers ask him about Speakman Showers. He knows them.

Your plumber or plumbing supply dealer will give you a folder illustrating and describing some of the more popular types of Speakman Showers.* If he is out of these folders, write us.

SPEAKMAN COMPANY
WILMINGTON DELAWARE

SPEAKMAN SHOWERS

**The Speakman line of showers embraces a wide variety of styles for residences, hotels, institutions and industrial establishments. And there is a Speakman Portable Shower that can be put over almost any tub in half an hour with a screw driver*

SCIENCE AND INVENTION
Continued

help regretting that the eminent doctor made his discoveries. Life is becoming so complex that there seems to be no rest for the weary. After, as has been the habit of some of us, talking so much and saying so little about vitamins, both water-soluble and fat-soluble, must we now begin to worry about our radioactive rations? Must those of us who may be of diabetic propensity now prepare to take a mesothorium cure?"

FINDING WATER WITH A HAZEL ROD?

WHETHER certain persons are able to locate underground springs by means of a hazel wand or divining-rod, and if so, how they do it, have been favorite subjects for conversation and controversy for years. The problem is particularly dear to the hearts of those who love table-tipping, the ouija board, and the other paraphernalia of parlor occultism. It can not be said to be devoid of practicality, however, for the discovery and exact location of underground water are often a very important matter, especially in spots where surface water is not in evidence. If the "dowser," as the English call him, can make his claims good, he is evidently a public benefactor, whether science can explain his feats or not. The editor of *Discovery* (London) is certain that the hazel wizard can do, and has repeatedly done, this very thing. Reviewing an article contributed by Sir William Barrett, F.R.S., to the *Psychic Research Quarterly* (London), he writes:

"How the dowsing-rod works has always been a puzzle to me. This article does not tell one how, for, it appears, no satisfactory cut-and-dried explanation of the phenomenon is yet forthcoming. But it clears up many doubtful points. It tells us what the water-diviners, or 'dowsers,' can do, and it suggests a cause of their power without attempting to elaborate details.

"A dowser is a man with very special powers. He takes a forked hazel twig, and with the point of the twig upward and a fork lightly held in each hand, he perambulates in a businesslike manner over country in a search for underground water or ore. At certain places, sometimes, there is an unconscious and involuntary movement of the dowser's muscles which causes the twig to twist, and at these places is found the ore or the water which is sought. If any reader has not heard previously of water-divining, or dowsing, we may say that, if he asks us the question, 'Do you mean to tell me that a man, by walking about with a piece of wood in his hands and waiting till it twists, can locate water?' our answer is 'Yes.' The fact seems well established, and examples of it will be quoted below. It is the explanation of the fact that is the difficulty, and which is rightly the concern of psychical research.

"A case exemplifying the power of the dowser is given by Sir William Barrett in the following words: 'I was anxious to put the dowser to a severe test by asking him to locate places where water would be found and where it would not be found.

A site was selected in a field on the slope of Carrigoona Mountain [Ireland], where the most shrewd observer could not possibly predict beforehand the presence or absence of underground water at any particular spot. The rock is sandstone and quartzite, and water-springs only occur in a few places. I sent for a good English dowser, Mr. W. Stone, who came over specially from Lincolnshire, where he lived. The field was covered with grass, and the bed-rock was believed to be only a few feet below the surface. The dowser marched to and fro, and fixt on two spots where he said plenty of water would be found within twenty feet from the surface, and another adjacent spot where he said no water would be found.

"'Then I took him to another field on the other side of the mountain; here he declared no water would be found anywhere, the forked twig refusing to move in his hands. A second dowser, a successful amateur, was tried a few weeks later; he knew nothing of the previous dowser's visit. His indications exactly coincided with those of the first dowser. Boring apparatus was obtained and a set of boreholes were made, first in one field, then in the other. The bed-rock was deeper than we thought, and after boring through sixteen feet of hard, dry boulder clay, at the spot where the dowser said water would be found, a splendid spring of water was encountered. At the spot, a few yards distant, where the dowser said there was no water, we bored down to the solid rock, and spent a week boring into the rock, but no water was found. At the third place, where he predicted water, we found, on boring, a splendid supply at eighteen feet below the surface. In the other field on the opposite side of the mountain, where the dowser declared no water would be found, we bored in several places down to the solid rock, spending a whole month over it, but not a drop of water was to be found anywhere.' . . . . . .

"Several cases equally interesting are quoted. It appears that the dowser, the possessor of this curious faculty, is a rare bird, altho pretenders are abundant. The late John Mullins, a Somersetshire dowser, was one of the most remarkable, and many of his successful locations in the '80's were striking. On several occasions, after large sums of money had been fruitlessly spent in boring for water, Mullins located water with his twig; one of the wells so found has produced no less than three thousand gallons of water an hour for the last thirty years."

In short, it seems to the writer quite certain that this power is genuine. For more than four hundred years, he notes, stories describing it have been current. He regards it as impossible to ascribe the successes to coincidence, or to explain the matter, saying that the failures are forgotten and the successes alone remembered. We can not reasonably declare that every man who tells these curious stories is a liar. On the other hand, it is difficult to see what connection there can be between a man with a piece of wood and an underground well. Why, of all things, should water be located? He goes on:

"Another thing seems fairly certain, and that is, there is no physical action between the water, or whatever it is that is being sought, and the twig. Murmurs in the literature about electrical, thermal, or radio-

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ONE BUTTON Hatch UNION SUIT
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The Hatch One Button Union Suit comes in the finest of combed cotton materials, and in fine silk trimmed worsted and mercerized garments of all weights. There are suits for men, boys and misses, and we have just added to the line the most recent member of the "One Button Family"—a sleeping suit for the kiddies—the simplest, most comfortable sleeping garment ever constructed.

This garment is featured at best stores everywhere, but if you cannot get it easily and quickly, send your size with remittance to our mill at Albany and you will be supplied direct, delivery free.

Men's Fall and Winter Suits $3, $3.50, $4, $4.50, $6, $7, $8
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Children's Winter Weight Sleeping Suits, $1.50 to $2

IN an average family it costs about ten cents a week—$5.20 a year—for buttons to replace, on the men folk's underwear, those broken or torn off in the laundering. That's equal to the cost of two whole new union suits, and it's just the money end of it—those repairs also take a lot of time and trouble. You can save it all with the

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But even if it is only your personal comfort that you are thinking about, you can't do better than to get this superior garment. The one master button at the chest gives you just one smooth, even fit from neck to knee or ankle, instead of the wrinkling and pulling and gapping that a row of nine or more buttons and buttonholes produce.

A catalog describing the complete line will be sent free on request

FULD & HATCH KNITTING CO.
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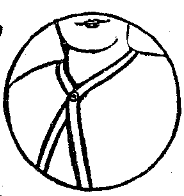
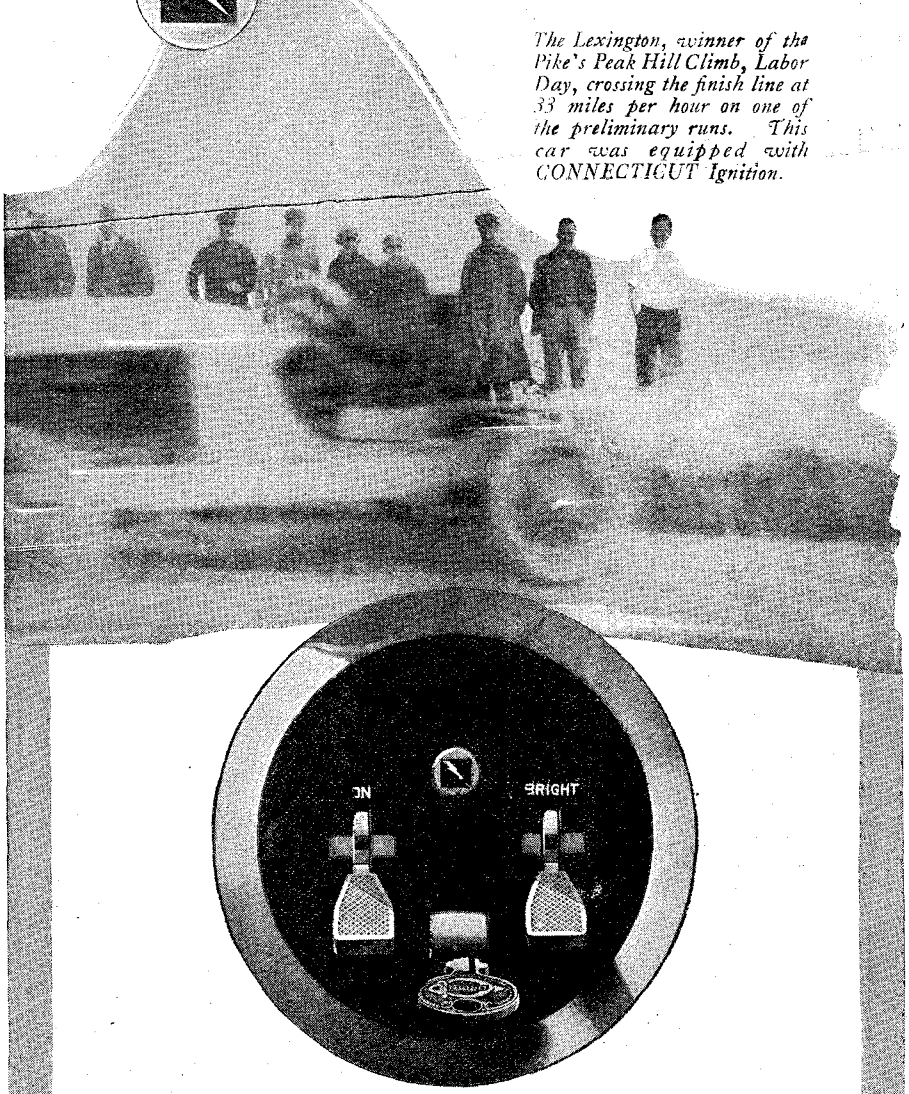




CONNECTICUT IGNITION

The Lexington, winner of the Pike's Peak Hill Climb, Labor Day, crossing the finish line at 33 miles per hour on one of the preliminary runs. This car was equipped with CONNECTICUT Ignition.

Full Current Wins in the Pike's Peak Classic

PIKE'S PEAK—over twelve miles of climb—a 10 per cent. grade—the bitterest, most gruelling climbing test known to motordom.

The car that wins must be a great mechanism—it could not win without infallibly perfect ignition.

On the Labor Day Pike's Peak climb the cars which won in all three classes were equipped with Connecticut Ignition—for thus only could perfect, full-current ignition be secured.

We are naturally pleased that the Lexingtons, which finished first and second in both the free-for-all and the 300-cubic-inch class, and the Chevrolet Special, winner in the 183-cubic-inch class, were helped in their splendid performances by Connecticut Ignition.

A system which functions perfectly under this terrific grilling is surely supreme for private driving. Connecticut should be on the next car you buy.

CONNECTICUT TELEPHONE & ELECTRIC COMPANY
Meriden Connecticut

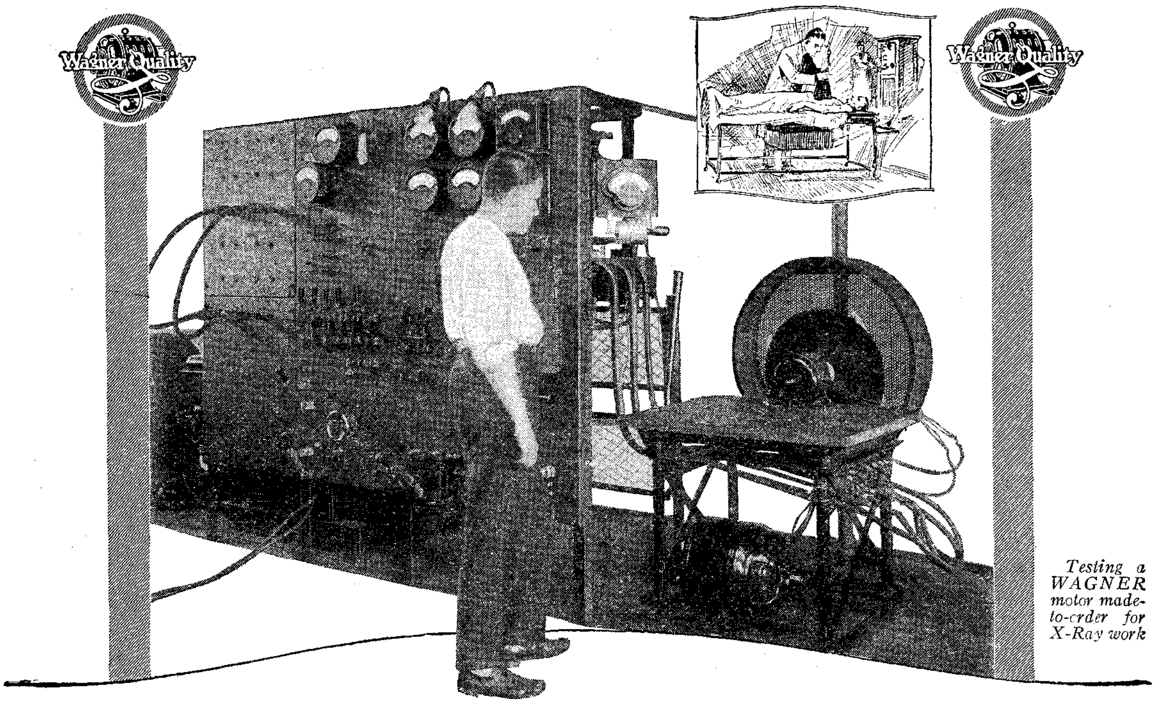
active forces show merely the ignorance of the writer in the elements of natural science. Something causes the dowser to twist the twig. This involuntary motion may be due to reflex actions, as in the beating of the heart; or may be the result of habit, as in walking; or the result of an emotional disturbance, as in pallor or blushing; or it may be due to some unconscious self-suggestion. The cause is psychical certainly, and not physical, and a working hypothesis which is suggestive rather than explanatory is given as follows by Sir William Barrett:

"'The explanation will, I believe, be found to be that the dowser possesses a supernormal perceptive faculty, analogous, it may be, to the curious and inexplicable faculties (such as "homing") which we find in many birds and animals, and our ignorance of which we cloak by calling them "instinct." This obscure perceptive power, or instinctive detection of the hidden object of his search, may not excite any consciousness of the fact on the part of the dowser, but it may be adequate to produce a nervous stimulus which will start the involuntary muscular action that twists the forked rod, held by the dowser in somewhat unstable equilibrium.

"'As every student of physics knows, there are many physical phenomena which render such a hypothesis by no means improbable. A nugget of gold concealed in its rock matrix, a piece of metal enveloped within the trunk of a tree, a coin swallowed by a child, can not be detected by any of our senses, but in each case the object is at once perceived if, instead of trusting to our visual perception of luminous rays, we trust to the impression made on a photographic plate or fluorescent screen by the shorter x-rays. Many objects quite opaque to our vision are quite transparent to ether waves, considerably longer or considerably shorter than the luminous waves. Hence, with a suitable detector of those longer or shorter waves, objects which may be completely hidden from our vision can be easily perceived if the object be more or less opaque to these waves. In the working hypothesis I have sketched, the dowser is the analog of the detector of these longer or shorter ether waves, and the subconscious nervous and muscular disturbance produced on the dowser by the hidden object of his search is the analog of the molecular disturbance produced in the electric coherer or fluorescent screen or photographic plate.'"

SUGAR FROM SWEET POTATOES—Sirup from sweet potatoes will be a new factor in the sugar situation, according to a paper read by Herbert C. Gore, of the Bureau of Chemistry, Department of Agriculture, before the American Chemical Society in Chicago recently. Says *The Journal of Commerce* (New York) in a report of the session:

"Mr. Gore said that a heavy sirup of unusual power had been extracted from sweet potatoes. The potatoes are first boiled and ground and there are added to them one per cent. of malt and varying quantities of the ground sweet-potato flour. A sirup is thus produced which can be handled without filtering. The resulting sirup contains



Testing a WAGNER motor made-to-order for X-Ray work

Meeting the Needs of X-Ray Development

The X-Ray machine is a splendid example of the value of the Wagner made-to-order principle in power applications.

With each improvement in the X-Ray machine, Wagner engineers designed and built-to-order an improved method of supplying the uni-directional current necessary for X-Ray tubes.

When the present high tension switch in the form of a disc or cross was invented to make alternating current suitable for X-Ray work, Wagner engineers developed a synchronous motor to operate it.

This motor must revolve the disc, or cross, in synchronism with the alterations of the current supply, a very exacting and delicate task. It must keep the switch " in step" even when the line voltage fluctuates and the frequency of the current varies.

Quiet operation is a further essential, and other requirements too technical to be easily explained had to be met.

Physicians now operating a Standard X-Ray machine are unconsciously benefiting by the perfect application of the Wagner equipment to the needs of X-Ray operation.

By perfect performance of the work in hand, Wagner made-to-order motors, whether they are operating a delicate X-Ray machine or a sturdy meat grinder, demonstrate their fitness for their work.

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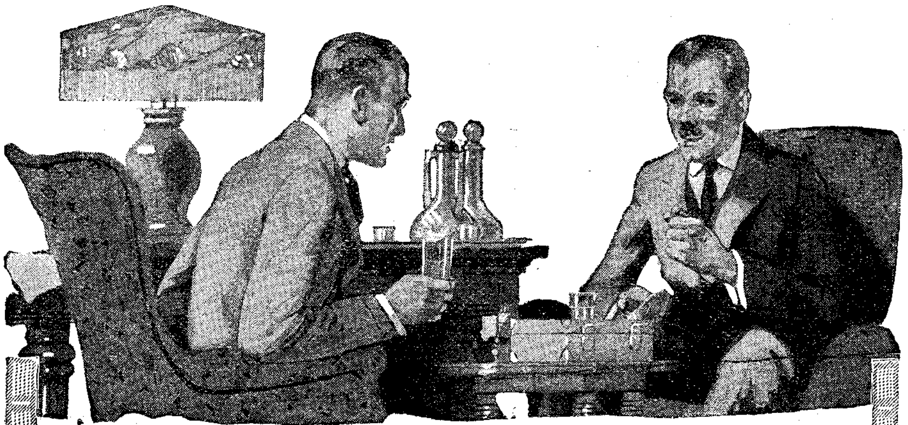


"I Got the Order Because I was There on Time"

"YOU know, I have a WASCO Heating System in my garage, and when I got that red-hot tip, I rushed out to the car, stepped on the starter, and the old boat started just like it was summer. I saw Smith, the Consolidated's man in his cold garage as I passed trying to get his big car to go."

A WASCO Self-regulating, coal-burning hot water heating System with pipes and connections to fit. Burns but a few cents worth of coal a day,—less than carfare—requires attention but once daily.

Any handy man can set it up—no expensive steamfitter necessary.

Write for a catalog that illustrates and explains the fuel economy and automatic temperature regulation of WASCO.

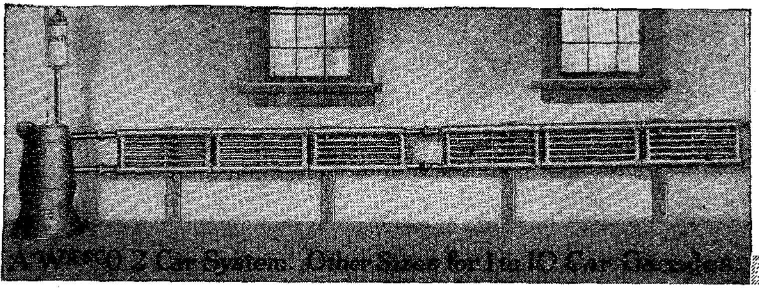
W. A. SCHLEIT MFG. CO., INC., 17 Eastwood Station Syracuse, N. Y.

Originators of special heating system for garages.

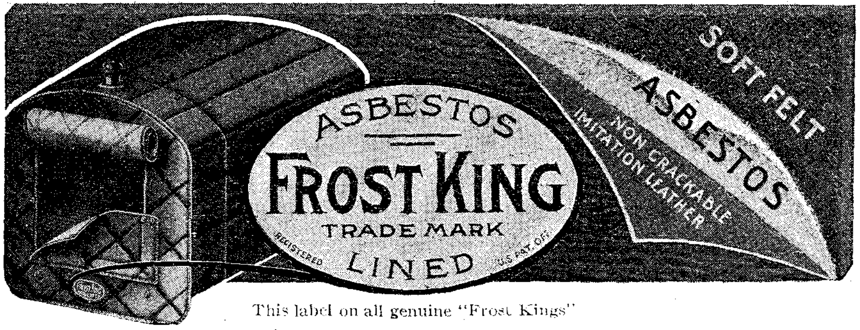
WASCO is also used for heating offices, stores, cottages, etc.

Some good territory open for live distributors.

WASCO GARAGE HEATING SYSTEM READY-TO-SET-UP



A WASCO 2 Car System. Other Sizes for 1 to 10 Car Garages.



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The Genuine Frost King is built on strictly scientific principles with genuine ASBESTOS center, soft, warm, felt lining, and high-grade water-proof non-crackable imitation leather covering.

Made for all standard cars and trucks, and in special colors to match finishes.

Genuine Frost Kings keep engines warm while standing at the curb many hours in zero weather. They protect the polish of your hood, make anti-freezing mixtures unnecessary, save gas, make starting easy, prevent costly repairs.

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MAKERS OF THE FAMOUS **STIK-TITE** WINDOWS AND ROOF PATCHES

Stik-Tite windows provide the quick and easy way to replace your broken back window without removing curtain. Made for all popular cars.

DEALERS: Nearly 2,000,000 new cars will need Frost Kings this fall. Order popular numbers now.

OVERLAND-OAKLAND $2.00 $1.50
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SCIENCE AND INVENTION
Continued

eighteen per cent. of sucrose, the equivalent of cane-sugar, and from thirty to thirty-five per cent. of maltose, or malt sugar. It is estimated that the new sirup can be produced in large quantities at fifty cents a gallon. It can be used for all purposes for which malt sugar is employed, especially by bakers, who wish to have a sirup which will give a rich brown crust to bread and rolls. Sweet potatoes are often planted in the South to rotate with cotton, as such rotation tends to stamp out the boll-weevil. The culls of the sweet-potato crop everywhere could be used in the making of the sirup after the marketable roots have been selected."

STRENUOUS TESTS OF ELECTRIC LOCOMOTIVES

AFTER several years of uneventful but satisfactory service on the Rocky Mountain section of the Milwaukee electrification, three of the ten electric locomotives which were some months ago transferred to the Pacific-coast section from passenger to freight duty were soon thereafter given some jolts which severely tested their ruggedness. Within a few weeks two wrecks occurred in which these locomotives figure, but for neither were they in any way responsible. An editorial writer in *The Electric Railway Journal* (New York) thus tells how the wrecks served to test the strength of these complicated pieces of mechanism. He says:

"The most remarkable thing about these wrecks is the way in which all three locomotives came through the ordeal. On the runaway train the main stress was on the motor-armatures, geared as they were for a reasonable freight-train speed. As the centrifugal forces vary as the square of the speed this inadvertent overspeed test involved forces which may be assumed at four times the normal value. Under these forces only one armature burst. The bars of several commutators 'started,' but the motor damage, as well as that in other parts of the machine, was insignificant compared with the wreckage as a whole. And the way this locomotive 'hugged' the track was most remarkable of all.

"This accident furnishes an ocular demonstration of the forces which are present when heavy trains are operating on steep grades. That of Beverly Hill is 2.2 per cent. Allowing eight pounds per ton for friction, each ton on this grade produces a force of thirty-six pounds along the track, or a force of one hundred thousand eight hundred pounds for a train weighing two thousand eight hundred tons, about the weight of the ill-fated wrecked train in question. It is easy to imagine what damage such a force, acting unrestrained upon even so ponderous a mass, could inflict. It inflicted it, all right, but, of course, the track curves must be credited with much of the damage.

"And then, those locomotives that rolled down the bank—they proved themselves rugged even more surely. Locomotives must be designed for overspeed, but hardly for overturn, at least not to this extent. The cabs were, of course, badly damaged, necessitating rebuilding, with straightening of some plates and replacing of others.

There were also some minor breakages; but on the whole the damage was smaller than would be imagined possible and the reasonableness of the actual salvaging cost surprized the experts. That electric locomotives can be successfully salvaged after rolling down an embankment was proved years ago when four Great Northern machines were unceremoniously upset in this manner by an avalanche near the Cascade tunnel within a hundred miles of the scene of the Milwaukee accident. It is idle to speculate on the cost of salvaging Mallets under the same circumstances, but one can not help but give this speculation a passing thought."

MOTOR-TRUCKS TO AVERT COAL FAMINE

FACING an acute shortage of coal this winter for lack of railroad-cars, use motor-trucks direct from mines, urges William Mallon, in *The Highway Magazine*. Such trucks now deliver fuel from side-tracked railroad-cars and city storage yards; in emergency, why not extend the service to connect consumers with the mines?

Fuel consumers of the country are short at least twenty million tons of bituminous coal, says the writer, and there is no immediate prospect of building up a reserve stock for the winter:

> A shortage of open-top cars and equipment; a congestion of railroad traffic, with coal-carrying cars in non-coal-producing areas; and unfavorable labor conditions, combined in the recent report of the Interstate Commerce Commission to dispel any hope of immediate relief.
>
> With the memory of the war-time coal riots in Eastern cities fresh in the minds of home-owners, and with the continued announcement of unfavorable reports from the mines and railroads, people are looking about for a means of securing the coal which local yards can not supply. Even the railroads are worrying about where they will get enough coal for their engines.
>
> It is probable that the situation will be somewhat relieved before cold weather, but there is little hope that the railroads can carry sufficient coal to more than meet absolutely necessary needs, and no hope of a surplus, except in areas near the source of supply.
>
> The country has, roughly, three great coal-producing areas—one in the East, one in the Central West, and one in the regions just east of the Rocky Mountains. The Northwest has small fields, added to which a supply can be drawn from Canadian sources.

But how to get the coal to the consumers is the question. The highways offer an answer, Mr. Mallon writes, with motor-trucks as the vehicles of transportation. He explains:

> It is not generally known that there are a great many so-called "wagon-mines" in the country, coal from which is marketed to residential consumers and industrial plants by means of wagons and motor-trucks. During the coal shortage of 1917–1918, more than eight million five hundred thousand tons of bituminous coal were shipped by this method, from mines in Pennsylvania and Illinois, and sold to consumers.
>
> An Eastern public-service corporation which furnishes heat, light, and power for residential and industrial purposes, as well

CHAMBERLIN
METAL WEATHER STRIPS
"SINCE 1893-THE STANDARD"

Draughts Are Costly and a Menace to Health

WHAT'S the use of trying to keep your house comfortably and evenly heated when the cold air is sifting in and the heat is escaping through the cracks around doors and windows?

Your home needs weather strips—Chamberlin Metal Weather Strips. You are paying dearly for being without them—in fuel waste—in the danger that besets your family from cold draughts and a chilly house.

Chamberlin equipment seals your home against the entrance of cold draughts, prevents the escape of heat, shuts out dust and dirt, excludes noises—and pays for itself in a short time in the fuel it saves.

Chamberlin guarantees its product for all time. Chamberlin Weather Strips invariably outlast the buildings on which they are installed. Chamberlin is the oldest and largest manufacturer of weather strips in the world. Chamberlin has a permanent service organization with branches in principal cities where weather strip experts are stationed to give immediate installation and adjustment service.

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Clear your timber land and saw up logs and branches the new way!

The OTTAWA is a powerful, guaranteed, one-man machine that takes all the backache and most of the expense out of timber work. Costs much less than you ordinarily pay for farm machinery. Quickly solves the serious Coal Shortage problem for any individual or community. Cuts down 35 to 50 trees a day and turns the trunks and branches into fire wood, any size desired, at the rate of 35 to 50 cords a day. Cuts fence posts, stave bolts, shingle timber, ice, etc. When not sawing, engine runs belt machinery, giving you a dependable, all-around power plant. A great work-saver and money-maker. Write today for FREE descriptive literature and low introductory price.

Friction Clutch, lever controlled, lets you start and stop saw while the engine runs on. Saves time and provides safety in moving outfit from log to log and from cut to cut along the log. No dangerous swishing of saw blade in the air.

OTTAWA LOG SAW
Cuts Down Trees—Saws Logs By Power
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Pulls Over 4 H-P. Makes 310 saw cuts a minute. Direct gear drives saw—no chains to tighten; no keys; no set screws. 4-Cycle Frost Proof Engine with balanced crank shaft. Oscillating Magneto Ignition, no batteries ever needed. Automatic Governor with Speed Regulator. Uses little fuel. Easy to operate. As easily moved as wheel-barrow.

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Wheels Like a Barrow
You can start and stop saw with engine running
310 Saw Cuts a Minute
Wheels Turn On Swivel Axle
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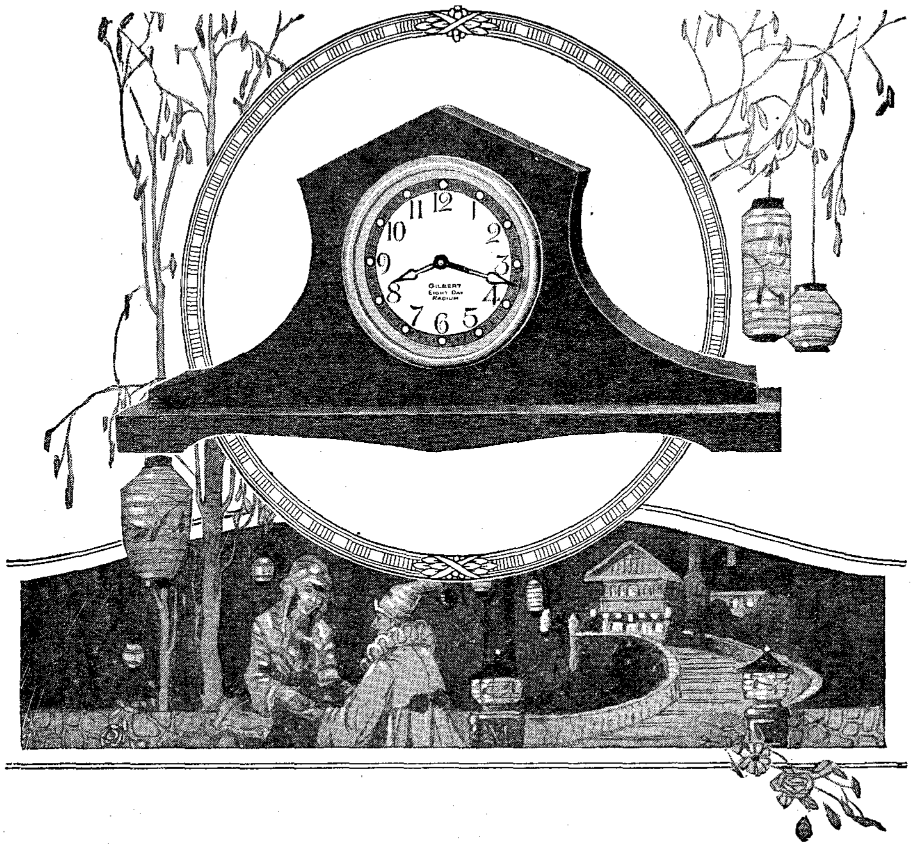
Used in U.S. Gov't. Schools
Cuts Up Branches
Cuts Down Trees Level With Ground
Pat. Appld. For
Does Work of 10 to 15 Able-Bodied Men!
Leaves No Stump



GILBERT
RADIUM CLOCKS

Time in sight day or night

In the darkness of your bedroom, this dainty, mahogany, Gilbert Clock reveals the time!

Its radium-treated hands and markings respond glowingly—even to your sleepy glance. They tell the truth, too, for *all* Gilbert Clocks are dependable.

Gilbert Radium Clocks are expedient to solid comfort in the modern home. And, if tastefully chosen from the big Gilbert line, always harmonize.

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Makers of Good Clocks for over one hundred years
Winsted . . Connecticut

SCIENCE AND INVENTION
Continued

as current for city and interurban electr lines, draws its entire supply of coal fro these wagon-mines. Five five-ton an two two-ton trucks do the work. Tl five-ton trucks make nine trips of fi miles each in ten hours, while the two-to trucks make twenty trips of two mil each in ten hours. The five-ton truc are loaded at the mines. The fle moves three hundred tons daily.

Coal from wagon-mines is being move by motor-truck to a distance of fro eighteen to fifty miles.

There is no doubt that the amount coal moved from wagon-mines will hit record figure this fall and winter. Tl coal-producing States with improved roa will be able to ship by truck enough co to prevent death and suffering in northe cities, if the railroads are unable to supp the demand.

The importance of good roads to ser the nation's need at such a time is natural strest by this contributor to *The Highw Magazine*. He continues:

> Over improved roads trailers may b used, thus increasing the tonnage possib of transport. Where proper draina makes sound road surfaces, greater loa can be carried.
>
> In some cases coal companies and oper tors have improved roads at their own co in order that they might keep their truc running throughout the year and provi an outlet for constant production, if ope top cars were not supplied by the railroad
>
> In an emergency, New York, Philad phia, Chicago, and Denver, as well as ma smaller cities, can be supplied with coal l motor-trucks for home-heating purposes least. Even if coal production increas and traffic congestion is overcome, t highways will be called upon to carry part of the load, and the improved ro will demonstrate its worth.

TO SEAL CANNED GOODS

PROGRESS in cooperation among ca ners, brokers, supply men a retailers in the work of inspection a identification of canned foods by t National Canners' Association is report by its president, Walter I. Sears, in a rece press bulletin (Washington). Volunta inspection began five years ago in Mai and has now been adopted in the importa canning centers of the country. A identifying seal is being placed upon t cans, and these will be offered to the publ about the first of the year. In addressi a group of the representative committe of the association, assembled in Clevelan Mr. Sears spoke in part as follows:

> "It was realized in the beginning th we were entering upon a tremendous unde taking. It is not to be expected that project so fundamental in its redirectio of a great industry, and so far-reaching i its effect upon all relationships, would b accepted universally. Some oppositio some indifference, some inertia, some r action were to be expected. I am incline to feel that we have had less oppositio than we might reasonably have anticipate As matters now stand, we may sum up th

resent status of the great movement s follows:

"1. The movement has the support and ooperation of some six hundred canners, ith an annual output of thirty-five nillion cases. These canners are comnitted unreservedly to the spirit and urpose of the movement. They believe n it as a well-considered effort to redirect nd reconstitute a great and essential ndustry.

"They are hard-headed business men vho have either been convinced, or are oming under the conviction of a new undamental truth, that their industry equires for its strength and permanency reorganization based upon scientific nowledge and modern methods of merhandising. No rebuffs short of disaster vill turn them aside from the high purpose o which they have dedicated themselves or the good of a great industry and for he well-being of a people whose life-ustenance depends upon their efforts.

"2. The brokers and supply men who re so closely related to the industry have enerally accepted this movement as ound, intelligent, necessary, and promising. They have shown their mettle by their sympathy, cooperation, and substantial assistance.

"3. The retail grocers everywhere have from the beginning welcomed this movement as of special benefit to them in the distribution of canned foods. I do not know of a single retail grocer who has or is opposing it, which leads me to say that the factor nearest to the consumer has demonstrated his desire and purpose to respond to the consumer's need as well as to the consumer's right.

"I wish I might adequately say here a word in defense of the retail grocer. He has been unjustly criticized. He has been charged with profiteering. He has been condemned as an inefficient and uneconomical distributer of foods. My observation is that in most cases the retail grocer is altogether worthy of the confidence and respect of the public. He is meeting intelligently and progressively the new ideals of the day. He is making his place of business clean and sanitary. He desires to handle only approved foods, and he seeks to serve the consumer on the basis of adequate service reasonably compensated for.

"4. The trade press are for this movement. The daily newspaper press, as well as the magazines, have indorsed our program. They see in it a sincere and earnest effort to provide the people with approved foods.

"5. The scientific leaders, the leaders of thought, are for this movement. They indorse it as a constructive measure for the development and production of a wholesome food-supply.

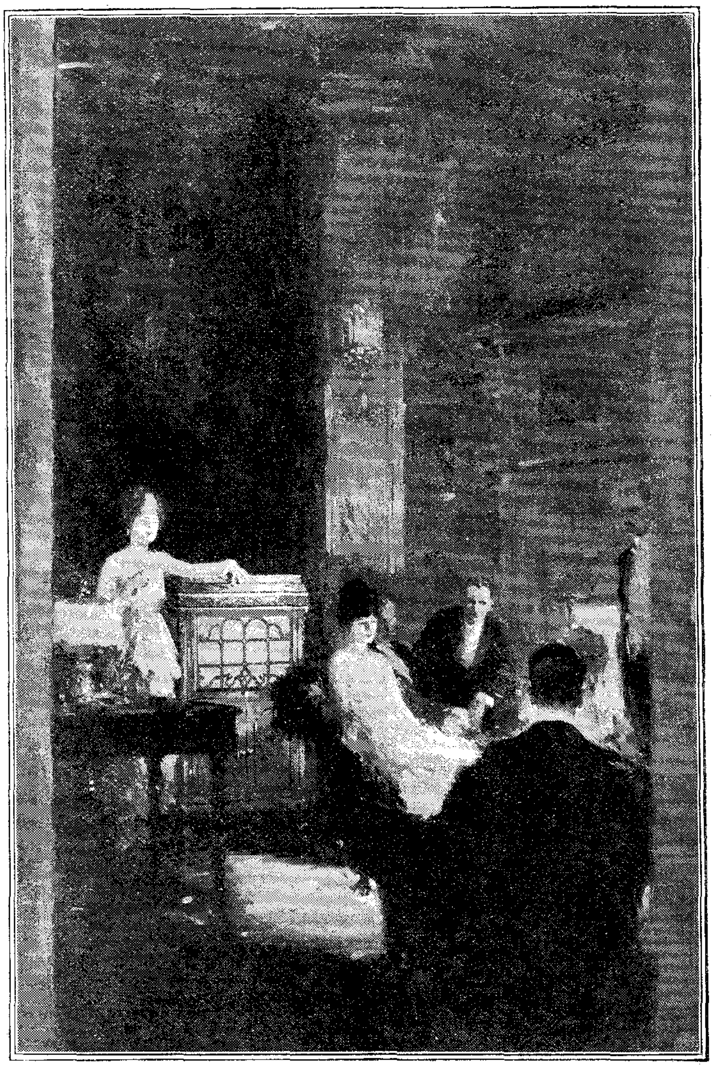
"6. The consumers are for this movement and will be for it without any mental reservation or any peradventure of doubt. For the first time they are to be put in a position to purchase and consume wholesome canned foods prepared in clean plants by clean workmen and from proper food materials.

"7. Lastly, practically all wholesale grocers who merchandise canned foods under canners' trade-marks and brands are for this movement to-day. Most of the wholesale grocers who merchandise canned foods under their private trade-marks are for this movement."

Or Scratched.—A straight ticket is one with all the crooked candidates left off.—*Yonkers Statesman.*

The CHENEY

ALL MUSIC FINDS FULL AND TRUE EXPRESSION IN ITS MELLOW TONES



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THE essential principles of violin construction are found in the resonator of each CHENEY. The form, the wood, the principle are identical. And so the true mellow tonal beauty of that wonderful instrument—the violin—is a distinctive feature of THE CHENEY'S musical quality.

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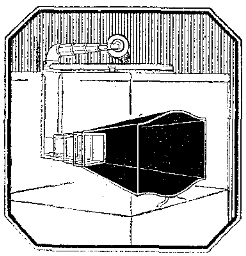
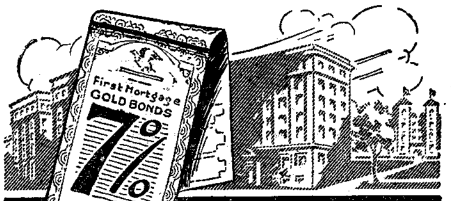


The Cheney Resonator



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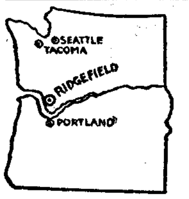

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HOG ISLAND SHIP YARD FOR SALE

The Yard Is Near Philadelphia, Pa.

Sealed bids will be received up to October 30, 1920, 10 A. M., in office of the U. S. Shipping Board Emergency Fleet Corporation, Supply and Sales Division, Sixth and B Streets S. W., Washington, D. C., and then opened in the office of the Board in the presence of the CHAIRMAN.

HOG ISLAND HAS

An area of 946 acres, water frontage of two miles, 27 warehouses, approximately 86 miles railroad tracks, 21 miles of roads, 50 shipbuilding ways, sewerage and drainage, 7 steamship piers, administration, record and telephone buildings, shop buildings, power, air, electric, steam, water and oil lines, classification yards and fire protection. Detailed inventory, blueprints, photographs and other data have been filed in the office of the Director of the Supply and Sales Division, 6th and B Streets S. W., Washington, D. C. Bids must be submitted in duplicate on standard proposal forms, made in the manner designated therein and inclosed in sealed envelope marked "Proposal No. 2007, not to be opened until October 30, 1920." Bids must be accompanied by certified check, made payable to the United States Shipping Board Emergency Fleet Corporation for $1,000,000. The balance of the purchase price is to be paid within a reasonable period not exceeding in any case five years from date of sale. Title to the property will remain in the United States Shipping Board Emergency Fleet Corporation until full purchase price has been paid. The Corporation reserves the right to reject any or all bids.

United States Shipping Board Emergency Fleet Corporation,
W. S. BENSON, President.

INVESTMENTS ◆ AND ◆ FINANCE

AMERICAN COMBINE TO HOLD LEAD IN DYE INDUSTRY

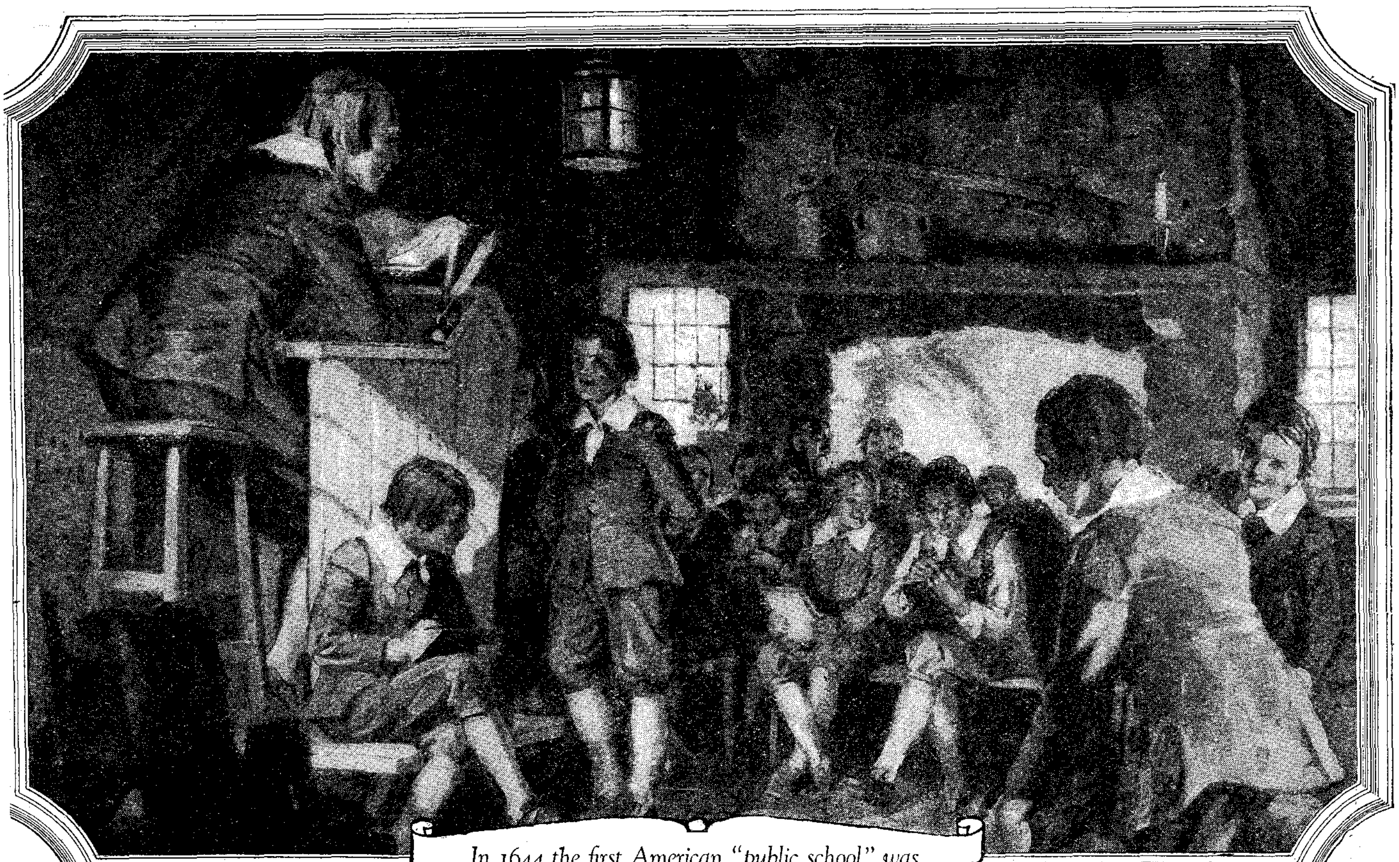
GERMANY will not get back her pre-war domination of the dye trade if combination of American companies can prevent it. Five of the leading chemical companies announce plans for a merger to be known as the Allied Chemical and Dye Corporation with an authorized capitalization of approximately $300,000,000, compared to present authorized capital of the several companies of $175,000,000. The five companies are the General Chemical Company, the Barrett Company, the National Anilin and Chemical Company, the Solvay Process Company, and the Semet-Solvay Company. "All the companies are important producers of dyestuffs," notes *Bradstreets*, "and possess a great deal of valuable information acquired during and since the war concerning that industry, and the amalgamation will undoubtedly prove a powerful factor in meeting German competition." The New York *Annalist* gives first place to consideration of possible industrial results to be gained, as follows:

> From the economic point of view there is less interest in the plan to unite corporations with capital approaching the immense sum of two hundred and seventy-five million or three hundred million dollars than in the industrial results aimed at by combination. The Barrett Company stands as one of the largest producers of roofing and paving materials, and a leader in the preparation of various coal-tar products, with forty plants devoted to the work. The General Chemical Company turns out miscellaneous chemicals. The National Anilin and Chemical Company, a combination of concerns making dyes and dyestuffs from coal-tar, has the largest anilin plant in the United States, and carries the production of colors through from base to finished material. The Semet-Solvay Company produces steel, iron, coke, lumber, gas, oils, chemicals, etc., and engages in construction work. The Solvay Process Company, while primarily devoted to the preparation of alkaline products, has turned a great deal of its attention in recent years to the operation of by-product coke ovens, and both this company and the Semet-Solvay Company stand in a favored position in the production of benzol and other chemicals derived in the making of coke through contracts with the Solvay Collieries Company. The last-named corporation owns more than ten thousand acres of coal-lands in West Virginia and Kentucky, with a productive capacity of nearly one million seven hundred and fifty thousand tons of coal annually.
>
> The merger will bring together five concerns, each of them prominent in its individual field, which develop finished goods from the same base—coal-tar—so that the corner-stone of the merger may be considered the dyestuffs industry, because it is in respect to it that American producers have striven mightily in the last five years to become independent of foreign manufacturers. More than that, the American chemical interests have aimed at a goal which will retain for them the expo market built up since 1916.

Reviewing the changes brought abou through the war of which further advantage is to be taken, *The Annalist* says:

> Prior to 1914 Germany was the foremost producer of intermediate and fina color products, and the results attained b her chemists and manufacturers were th envy of the outside world. There wer substantial American plants producing anilin materials and some colors, but they wer unable to compete with the relativel cheap output of many products of the German factories. With the elimination o Germany from the world's markets cam a stimulation of research work and factor operations on this side. At present approximately two-thirds of the differen dyes and color shades formerly brought i from Germany are made by America plants.
>
> As long ago as 1917 our manufacturers o dyestuffs produced one hundred and eight different dyes, and of these the Nationa Anilin and Chemical Company turned ou one hundred and six, including thirty-eigh not made by competing American works The total output of finished coal-tar dye and chemicals from eighty-one establishments in this country, excluding certai materials used in making explosives, wa valued at close to seventy million dollar in that year. The industry has grow largely since, and this expansion has bee made possible in part by the war.
>
> The Alien Property Custodian, acting under authority of the Trading with the Enemy Act of 1918, organized a corporation known as the Chemical Foundation, Incorporated, and this company bought from the Alien Property Custodian four thousand five hundred patents covering chemical processes and products which had been registered in the United States by German and other enemy owners. These patents were made available to American manufacturers under license, the purpose of the program being, of course, to insure home producers of dyestuffs formulas which would strengthen the results previously obtained.
>
> The consolidation of the manufacturing companies mentioned carries the undertaking forward by seeking to reduce costs and aiding in the free circulation among leading producers of knowledge which the individual concerns have attained. The merger looks ahead to the time when German and other foreign producers will again be able to knock at the doors of outside markets. That the great German factories will seek to offer sharp competition to the American plants may be surmised from casual news of industrial events in Germany.
>
> While the American dyemakers devoted most of their attention to the production of ingredients for explosives during the war, they came through with enlarged plants, and with larger forces of trained workers than existed before. Not only does this apply to dyestuffs, but to heavy chemicals and other products which form the sinews of the corporations to be merged.

Concerning phases of the German handi-



In 1644 the first American "public school" was established at Dedham, Massachusetts.

New England—the Pioneer in Public Education

THE same spirit that prompted the first law establishing free public education in New England, created Harvard College in 1636, Yale in 1700, and other schools of higher learning at early dates. Today more than $100,000,000 is invested in her educational institutions, with endowments considerably in excess of that amount.

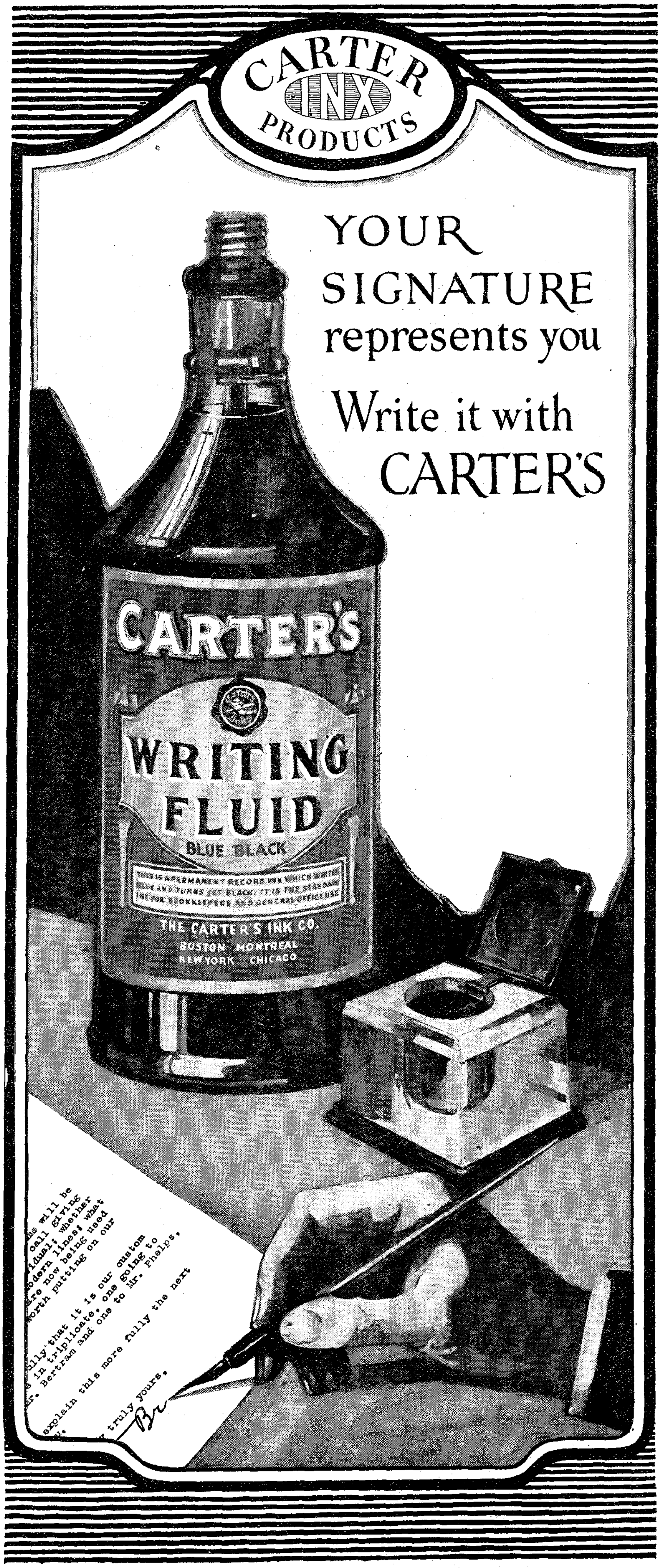
But it is the little red school house that has contributed most to the knowledge and prosperity of the people. Indeed, the present high percentage of literacy in New England may be directly attributable to the lessons instilled by the stern *New England Primer* of colonial days—lessons that led to an early appreciation of the value of culture and intelligence and to a realization of the community's responsibility to foster education.

While thus ministering to the intellectual needs, New England has also steadily progressed in the commercial world. The Old Colony Trust Company, an institution reared in this spirit of New England initiative and vision, offers every advantage for financial and trust service of the highest order.

We shall be pleased to send you our booklet "*Your Financial Requirements and How We Can Meet Them*," outlining our facilities in detail. Please address Department B.

Plan to visit New England during her coming Tercentenary celebrations and while here, make this company's office your banking headquarters.

OLD COLONY TRUST COMPANY
BOSTON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INVESTMENTS AND FINANCE

Continued

cap and the strength of the American m ger's position, we read:

The German works remain under t heavy handicap of inadequate supplies fuel and raw materials, and until the sit tion can be corrected it is certain that ports will be light. But the Germans a starting anew from a foundation ma strong by many years' domination of t dye trade, and the low position of Germ exchange in the markets of other natio acts as an important element in their fav The tariff act of September, 1916, whi imposes a heavy *ad valorem* duty on f ished dyestuffs made from coal-tar a smaller duties on intermediate produc acts as a barrier against the dumping German goods here, and Congress cons ered at the last session more stringent p tection for the home industry, but the m ter of exchange has yet to be offset. W the mark selling around two cents, co pared with about fifty-one cents before t war, it is seen that a dollar in exchar will buy a lot of German currency, whi means that consumers of German produ in the United States are likely to stu with close attention the amount of d stuffs or other materials that may bought abroad and the amount which equivalent total of dollars will purchase the domestic market.

So the matter of costs is an import item in the pending merger of Americ chemical concerns. The Solvay Collier Company, with its abundant supplies coking coal, is able to furnish a great d of the basic material from which dyest and related chemicals are derived. T Solvay Process Company, already posse ing extensive by-product coke plants, v be in position through the union with other corporations to increase its work funds to the end of expanding its c works, thereby increasing its output coke as fuel and of the products obtai as a side line. These latter materials m be passed along to the National Anilin a Chemical Company to be worked up i dyestuffs and colors and to the Barr Company for its many activities.

The Semet-Solvay Company, while p ularly considered a producer of chemic is engaged also in undertakings of a diff ent nature, all of which, however, fit i the scheme of a growing business. It p duces steel and copper and these materi together with lumber, are converted by construction end of the company i buildings. It goes without saying that organization, which at the present per of high building costs has its own trai construction force, stands in a prefer position in respect to plant extension.

"The financial aspects of the combi tion are no less important than the ph ical side, and the companies will go gether with strong resources in respect plants, inventories, and surplus," contin *The Annalist:*

The latest statements of the Bar Company, the General Chemical Compa the National Anilin and Chemical Co pany, and the Semet-Solvay Compan all except the National Anilin and Ch ical Company being as of December 31,1 —show that plants and real estate w valued at approximately $75,400,000.

ventories aggregated $31,000,000, and the joint surplus account amounted to $54,200,000. The net working capital of the Barrett Company—the difference between current assets and current liabilities—was $14,073,000, of the National Anilin and Chemical Company $19,467,000, of the General Chemical Company $10,255,000, and of the Semet-Solvay Company $8,447,000, or a total for the four companies of more than $52,000,000. The balance-sheet of the Solvay Process Company was not presented in the statistical manuals at hand, but large extra dividends on the single issue of $22,500,000 stock in the last three years indicates a prosperous situation suggestive of a large surplus and substantial working funds.

Details of the new company's capitalization announced by the chairman of the consolidation committee read:

"The authorized capital stock will not exceed $65,000,000 seven per cent. cumulative preferred stock, shares $100 par value, and 3,000,000 shares of common stock without par value.

"It is estimated that the outstanding capitalization of the new company, based on the deposit of all outstanding stock of the consolidating companies and after elimination of intercompany holdings, will be: Bonded indebtedness of consolidating companies undisturbed, $9,493,000; seven per cent. cumulative preferred stock, $39,374,300; common stock, without nominal or par value, 2,119,677 shares.

THE PERIL OF POCKET-MONEY

IT may give one a pleasant feeling to carry around a pocketful of money, a huge roll of greenbacks, or a bursting wallet, but in the public interest we ought not to do it, urges the editor of *Forbes*. "It is nothing less than a crime to withdraw money uselessly from banking and business channels by carrying unnecessarily large amounts in the pocket," insists he, and he asks employers and editors all through the country to draw the attention of wage-earners "to the injury they are inflicting upon themselves by carrying fat wallets instead of promptly depositing every possible dollar in either the savings-banks or some other financial institution, thus making the money available for all sorts of business purposes." One day recently we read in *Forbes:*

A manufacturer took a census of his four hundred workmen to find out how much money they had in their pockets. The average was twenty-eight dollars. If the Steel Corporation's workmen each carried the same amount, the total for them would be almost eight million dollars. The American Telephone Company's employees would have something like $5,500,000 similarly withdrawn from business channels. And if half the people in America were to carry round with them twenty-eight dollars each, the total would reach the staggering figure of $1,500,000,000.

This practise, more rife to-day than ever before, of carrying around large amounts of currency is an economic crime. It tends to increase the cost of living. It checks the development of the nation's resources. It retards enterprise. It reduces the banks' ability to furnish credit to the industrial and business world. It forces interest rates up. It fosters caution, even pessimism,

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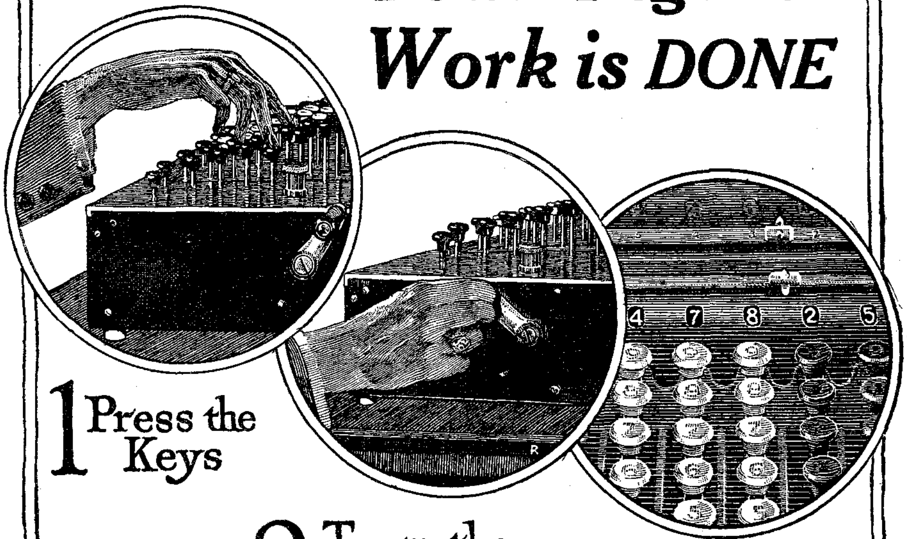

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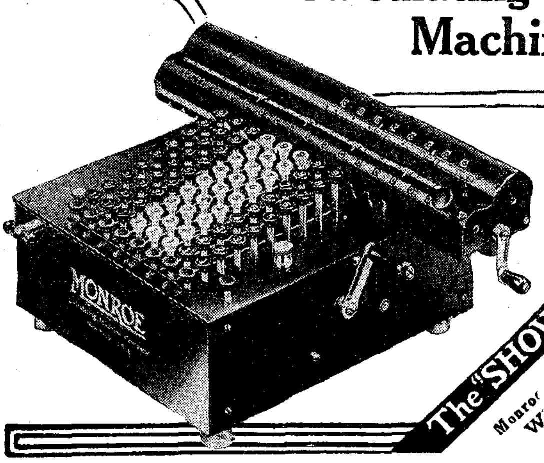

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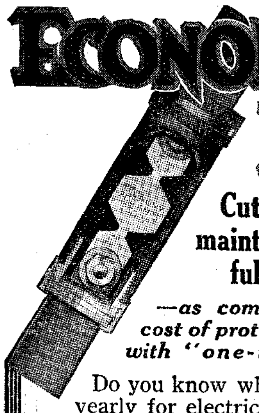
ECONOMY FUSES



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—as compared to the cost of protecting circuits with "one-time" fuses.

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For Mice Too

INVESTMENTS AND FINANCE
Continued

among the banking fraternity, the holders of the nation's purse-strings. And it hurts the workman by reducing the amount of business which could and would be done were money and credit more plentiful in banking channels. It will hasten the business depression which nearly all experts declare is bound to come sooner or later. And, consequently, it makes for unemployment.

If everybody in America were to carry around twenty-eight dollars it would represent a sum greater than all the gold in the land. It would more than equal half the total currency in circulation in the United States.

THE FRENCH LOAN AND FRENCH FRIENDSHIP

"LOAN oft loses both itself and friend," said *Polonius*, and while none of our editors and financial writers seem to think that there is any danger of losing the $100,000,000 which has just been lent to France by Americans, the Springfield *Republican* believes it probable, in view of the onerous terms of this loan, that "whatever popularity America had left in France will rapidly disappear." This loan, it will be remembered, will run twenty-five years and France must pay eight per cent. interest. The bonds will be callable at 110, so that in the end the French Government may have to pay nine per cent. or more for the money. No wonder, observes *The Republican*, "that the entire issue was covered by subscriptions within an hour after the subscription-books were open to investors." And we read further:

The terms of the loan were so severe upon a government with the stability of the French Republic that the Paris newspapers, doubtless inspired by the Minister of Finance, have published articles emphasizing the fact that the loan was not made by the United States Government but by private bankers, and that the proceeds were to be used to help pay off an older loan by American bankers negotiated in 1915 at five per cent. interest. Don't condemn the United States Government, the Paris newspapers said in effect. The American nation, as represented by its Government, it was pointed out, has shown marked generosity in its dealings with France, never yet having asked a cent's worth of interest on the government loans made to France during the war.

Whether the French people are imprest by the distinction between the generous loans to France by the American Government and the very onerous loans by American bankers may be left to any one's guess-work. The bankers were certainly doing business on the principle of "America first," and no Frenchman can fail to note the fact. To be sure, "America first" is business, and business means eight or nine per cent. in the present state of the money market. But eight or nine per cent. for twenty-five years on money used originally in holding the Germans on the western front will not make us beloved more than politeness requires from the English Channel down to the Pyrenees.

MEXICO'S INDEBTEDNESS

IN view of the promises of Mexico's provisional President and her President elect that the country will pay all its jus debts, it is interesting to learn what thes debts amount to. A statement of the Mexican debt appears in a copyrighted articl in the San Francisco Mercantile Trust Company's *Monthly Review* and is quoted a follows in *The Wall Street Journal:*

Provisional President Adolfo de l Huerta has announced that Mexico wil assume all her legally contracted debts Thousands of American investors, holdin $52,000,000 of direct Mexican obligation whose legality can not be questioned, awai further information that will show ho Mexico will care for $15,500,000 of arrear of interest accumulated in the last six years Having in mind Mexico's total funde debt, they wait to learn how the Republi will adjust her budget so that she can carr annual interest charges amounting to $20,000,000. They wait to learn whethe Mexico's customs receipts, which ar pledged to the service of the nation's foreign debt and are ample for that purpose will be devoted to it henceforth.

Mexico's definitely established indebtedness, with arrears of interest calculate to August 1, 1920, is $425,135,135, of whic $330,051,344 represents outstanding principal and $95,083,791 accumulated interest which has been in default as regards mos Mexican obligations since April 1, 1914 when Carranza was driving Victorian Huerta out of power.

This fixt indebtedness consists of fou classes of obligations: bond issues floated i foreign countries, bond issues disposed of i Mexico, state and industrial issues guaranteed by the Mexican Government, and railway bonds guaranteed by the Government Summarized, Mexico's indebtedness i these four particulars was as follows o August 1, 1920.

	Principal	*Interest*
Direct exterior	$173,469,067	$51,475,13
Direct interior	66,611,012	19,132,74
Guaranteed (except railways)	32,222,690	10,133,34
Guaranteed railway bonds	57,748,575	14,342,67
	$330,051,344	$95,083,79

The annual interest charges against these four classes of obligations are a follows:

Direct exterior	$8,092,42
Direct interior	2,906,24
Guaranteed (except railways)	1,522,52
Guaranteed railway bonds	2,344,94
	$14,866,13

If Mexico funds the arrears, which amount to $95,083,791, she will have to carry at the rate of her present bond issues annual interest amounting to approximately $20,000,000, of which about $10,000,000 will be on the foreign debt. Carranza estimated Mexico's revenues from customs duties, which are pledged entirely to the service of these foreign bond issues, at $19,500,000 in 1919. That sum, which was unusually low because the disruption of banking in Mexico made it difficult for importers and exporters to borrow money, would be sufficient to pay twice the amount of the annual interest charges on Mexico's foreign debt.

Late in 1919 Carranza's Finance Minister estimated that $50,000,000 would cover all claims for damages against Mexico. The recent report of the Fall Committee fixt American losses alone at more than ten times that amount. The Republic's obligations resulting from seizure of the banks

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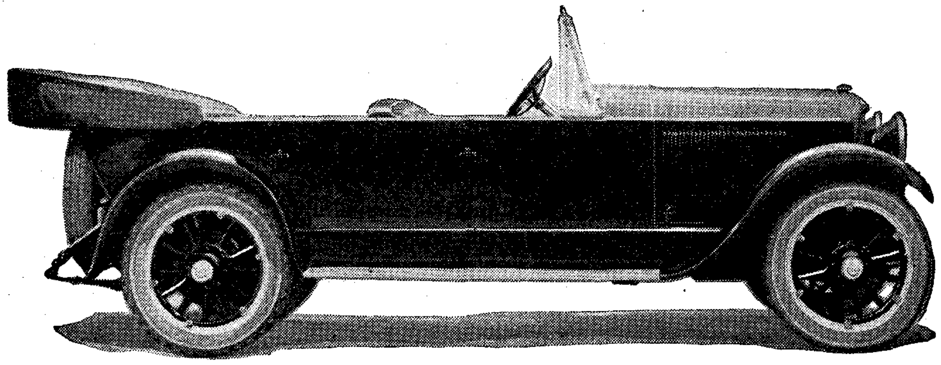

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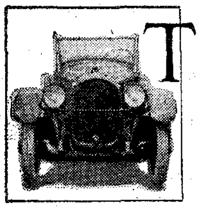

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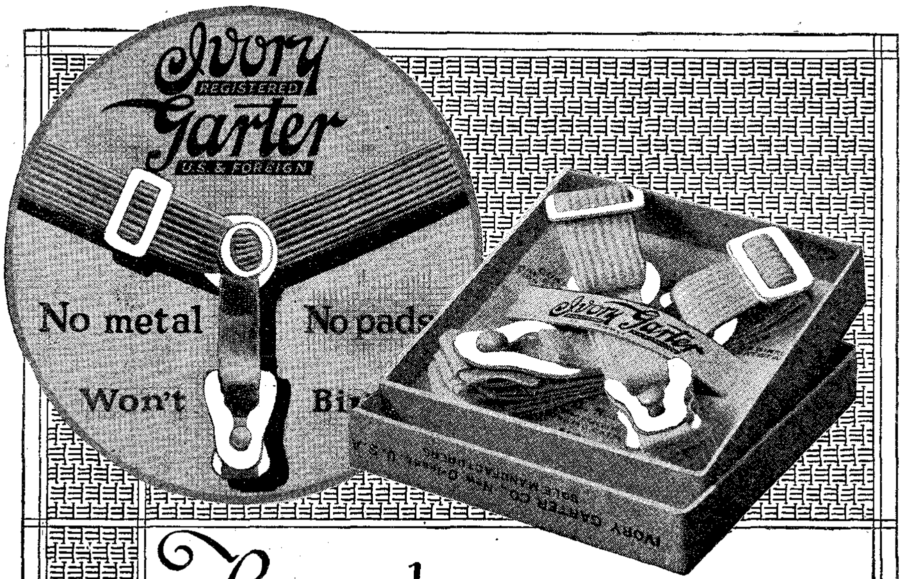

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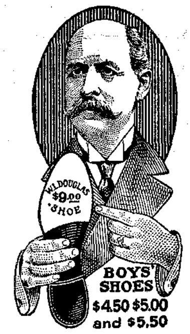

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INVESTMENTS AND FINANC

Continued

is variously estimated at from $27,000 to $135,000,000. And the Mexican (ernment, as majority stockholder in National Railway of Mexico, will hav assume a large part of the indebtednes that corporation, which on August 1, 1 was $235,560,239, exclusive of issues g anteed by the Government. Of the : way indebtedness, $180,991,818 is princ and $53,860,315 arrears of interest. annual interest charges on this indeb ness amount to $8,497,280.

NATIONAL BANKS BECOMING "TRI COMPANIES"

RECENTLY national banks in at l three States have added the wc "trust company" to their title by mission of the Controller of the Currer and have been granted trust powers by Federal Reserve Board. In view of precedents now established and the f that many banks "already have ava themselves of the privilege of exercis trust powers coextensive with those State institutions," much interest, in opinion of *Finance and Industry* (Cle land), attaches to these questions: "V national banks generally find it advan geous to change their titles so as to bet advertise their privilege to perform fiduci functions? What would be the proba effect upon State institutions exercis trust powers?" The Ohio financial wee discusses the subject as follows:

> Prior to September 26, 1918, natio banks might be granted permission to a only in limited trust capacities, as trust executor, administrator, and registrar stocks and bonds. On this date an amer ment to the Federal Reserve Act auth ized and empowered the Federal Reser Board:
>
> "To grant by special permit to natio banks applying therefor, when not in cc travention of State or local law, the rig to act as . . . guardian of estates, a signee, receiver, committee of estates lunatics, or in any other fiduciary capaci in which State banks, trust companies, other corporations which come into co petition with national banks are permitt to act under the laws of the State in whi the national bank is located."
>
> National banks are required by law use the word "national" in their title This would always distinguish betwe national and State institutions, even tl exercise of trust powers and use of the wor "trust company" in the names of nation banks became general. But to the casu observer there would be less distinction, a regards title, between the two classes institutions. Some bankers thought th might tend to shift from State banks t national banks some of the trust busine now transacted by the former.
>
> However, attention apparently is ce tered more largely upon new busine possibilities. It is recognized that th trust field has by no means been coverec This is particularly true in this Stat where the fiduciary powers of both Stat and national banks were limited in im portant respects until enactment of th

io Banking Code a little more than a ır ago.

With national as well as State banks in field, advertising trust functions through ir titles as well as by other means, the ief was expresst that the activities of st departments of all banks would be atly extended. The public would be re apt to take trust business to banks many more such institutions were ipped, as their names indicated, to ndle it.

While only one national bank in Ohio has led the words "trust company" to its e so far as known, many have been nted permission to exercise trust powers. the Federal Reserve Bank of Cleveland was learned that up to June 30, 1920, y-seven national banks in this State l been granted such powers. Since that e many applications had been received l a number acted upon favorably. The ger national banks predominated among se granted or seeking trust powers.

In some banking quarters it was felt that smaller national banks might not find it fitable, in many instances, to handle st business because of the considerable erhead expense. But trust activities ve been broadening in scope and in-asing in volume rapidly of late, and there indications that the tendency toward re intensive cultivation of the field will fit both State and national banks. As names of institutions in the two sses become more nearly alike, the public y be expected to patronize the trust partments which serve them best. Dis-ction between State and national banks regards fiduciary powers has practically appeared, since the trust departments both are under direct State supervision.

WHAT RUSSIA OWES FRANCE

T is well known that France will not recognize any Russian Government ich will not pay Russia's debt to France. e Soviet Government has spoken of this bt as a debt of the Czar and not of the ple. But a Paris correspondent quoted the New York *Evening Post's* financial ge explains that while "the Govern-nt that borrowed or guaranteed the rrowing was indeed that of the Czar, it es not follow that the money borrowed s used by the Czar for putting down the volution, even supposing that such a use uld justify repudiation by a revolution-y government." Continuing, this writer es a few figures:

> Putting aside all natural sentiment for e small French investors who bought a tal of anywhere from eighteen billion to enty-one billion francs of Russian obli-tions during the Czar's régime, the money rrowed was distributed as follows, in proximate figures, in francs:
>
> | | |
> |---|---|
> | the Russian Imperial Treasury | 7,000,000,000 |
> | Russian public utilities (railroads, public vorks, etc.), more or less under government control | 9,000,000,000 |
> | r industrial enterprises in private hands, but vith government guaranties | 3,000,000,000 |
>
> The two latter classes of the Russian ans have had material results in Russia, hich should be made to satisfy the credi-rs' liens. The use of army and navy aterial and of existing government organ-ation by the present Soviet Government an implicit recognition of such obliga-ons with regard to a large portion of the ans made directly for the Imperial Trea-

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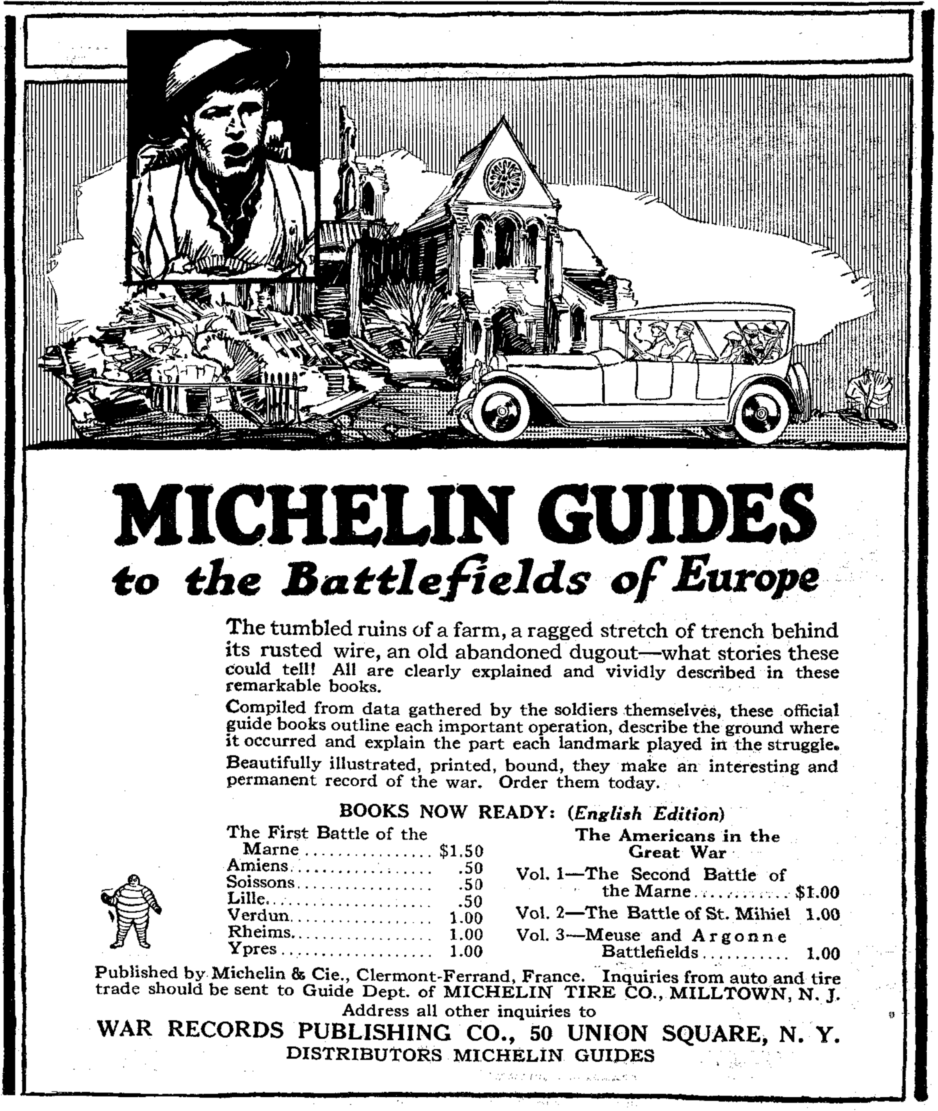
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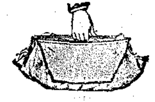

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INVESTMENTS AND FINANCE
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sury. By repudiating such obligations any Russian government will simply appropriate under false pretenses the money of French families lent in good faith.

EXPLOSION INSURANCE IN 1919

THE tragic explosion in Wall Street gives point to the increasing importance in recent years of explosion insurance. *The Spectator*, a New York insurance organ, gives the following list of premiums and losses on explosion insurance in 1919, based on the reports of the companies to the New York Insurance Department:

Name and Location of Company	*Net Premiums Received*	*Net Losses Incurred*	*Ratio of Losses to Premiums %*
Ætna, Hartford	$456	$1,725	378.4
Agricultural, Watertown	13,149	54	.4
Alliance, Philadelphia	1,981	1,587	80.1
American, Newark	49	....	.....
American Alliance, N. Y.	—755	115	.....
Am. Central, St. Louis	215	....	.....
American Eagle, N. Y.	271	....	.....
Assurance Co. of Am., New York	2,516	....	.....
Atlas, London	15,193	1,719	11.3
Automobile, Hartford	186,915	886	.5
Bankers & Shippers, N. Y.	902	....	.....
British America, Toronto	7,004	103	1.5
Buffalo German, Buffalo	3,347	1,052	31.4
Cleveland Nat'l, Cleveland	130	....	.....
Columbia, Jersey City	573	....	.....
Commercial Union, London	—5,708	2	.....
Commonwealth, N. Y.	—5,357	528	.....
Concordia, Milwaukee	4,558	4	.1
Connecticut, Hartford	3,335	155	4.6
Continental, New York	1,119	1,389	124.1
Detroit F. & M., Detroit	141	....	.....
Eagle, Star and Brit. Dominions, London	....	2,500	.....
Equitable F. and M., Providence	—453	....	.....
Federal, Jersey City	101	....	.....
Fidelity-Phenix, N. Y.	—8,957	1,552	.....
Fire Association, Philadelphia	26,228	2,054	7.8
Fire Reassurance, Paris	—4,225	12,599	.....
Firemans Fd., San Francisco	1,554	253	16.3
First Russian, Petrograd	13,641	233	1.7
Franklin, Philadelphia	445	21	4.7
Glens Falls, Glens Falls	880	1,085	123.3
Globe and Rutgers, N. Y.	—51,299	16,309	.....
Great American, N. Y.	—12,546	978	.....
Globe Nat'l, Sioux City	3,620	26	.7
Hamilton, New York	—3,975	1,181	.....
Hartford, Hartford	11,009	15,942	144.9
Home F. & M., San Francisco	1,040	50	4.8
Home, New York	1,368	4,171	305.0
Imperial, New York	477	230	48.2
Ins. Co. of North Am., Phila.	—2,229	5,657	.....
International, New York	12,421	775	6.2
Importers and Exporters, N. Y.	4,322	....	.....
Jakor, Moscow	—1,518	258	.....
Liv. & Lon. & Globe, Liverpool	69,907	1,031	1.4
London Assur., London	930	17	1.8
London & Lan., Liverpool	2,345	752	32.1
Mass. F. & M., Boston	—271	....	.....
Mercantile, New York	—1,544	695	.....
Merchants, New York	—4,946	—166	.....
Mich. Millers, Lansing	—580	58	.....
Milwaukee Mechs., Milwaukee	17,934	274	1.5
Moscow, Moscow	15,832	114	.7
National, Hartford	38,518	477	1.2
National, Copenhagen	508	80	15.7
National Liberty, N. Y.	—6,637	593	.....
Nat'l Union, Pittsburgh	30,439	774	2.5
Nevada, Carson City	—43	....	.....
New Brunswick, New Brunswick	3,394	389	11.4
New Jersey, Newark	....	803	.....
New Zealand, Auckland	974	....	.....
Niagara, New York	—2,479	395	.....
Nordisk, Copenhagen	396	....	.....
Norske Lloyd, Christiania	44,978	....	.....
North Brit. & Mercantile, Lon.	—1,438	2,945	.....
Northern, London	—7,179	—229	.....
Northern, Moscow	303	9	2.9
Norwegian Assur. Union, Christ.	2,367	....	.....
Norwich Union, Norwich	2,422	3,580	147.8
Ohio Farmers, Leroy	184	....	.....
Old Colony, Boston	546	188	34.4
Orient, Hartford	....	1,370	.....
Pacific, New York	—2,283	1,072	.....
Palatine, London	....	1	.....
Paternelle, Paris	—171	....	.....
Pennsylvania, Philadelphia	—1,031	1,398	.....
Peoples National, Philadelphia	1,275	103	8.1
Phœnix, London	1,909	....	.....
Phœnix, Hartford	2,236	480	
Preferred Risk, Topeka	418	....	
Prov. Washington, Prov.	7,322	....	
Prudential Re- and Co-ins., Zurich	—1,406	28	
Reins. Salamandra, Copenhagen	8,195	18	
Queen, New York	28,428	2,329	
Reliance, Philadelphia	—2,947	800	
Rhode Island, Providence	985	10	
Richmond, New York	—589	521	
Rossia Ins. Co. of Am., Hartford	—6,035	17,999	
Royal, Liverpool	507	24	
Royal Exchange, London	1,061	44	
Russian Reins, Petrograd	9,895	72	
Salamandra, Petrograd	37,135	—161	
Scot. Union & Nat'l, Edinburgh	21,068	....	
Second Rus., Petrograd	13,929	58	
Security, New Haven	5,250	4,104	
Skandia, Stockholm	—171	....	
Springfield F. & M., Springfield	6,442	....	
State, Liverpool	1,527	111	
St. Paul F. and M., St. Paul	40,094	6,197	
Star, New York	10,985	192	
Superior, Pittsburgh	6	....	
Tokyo M. and F., Tokyo	211	....	
Union, London	—267	1	
Union, Canton	15,515	....	
United Firemens, Philadelphia	—799	....	
United States, New York	391	2,803	5
Union and Phenix Español, Madrid	5,261	913	
Union Hispano-Americana, Hav.	822	256	
Warsaw, Warsaw	2	9	4
Westchester, New York	48,092	72	
Western, Toronto	2,734	....	
Yorkshire, York	—2,097	189	
Totals (1919)	$795,032	$134,549	

STATEMENT OF THE OWNERSHI MANAGEMENT, ETC.

Required by the Act of Congress of August 1912, of

"THE LITERARY DIGEST"

Published weekly at New York, N. Y.
For October 1, 192

State of New York } ss.
County of New York

Before me, a Notary Public in and for the S and county aforesaid, personally appeared V Neisel, who, having been duly sworn accordin law, deposes and says that he is the Secretar *the* Funk & Wagnalls Company, Publisher THE LITERARY DIGEST, and that the followin to the best of his knowledge and belief, a statement of the ownership, management (an a daily paper, the circulation), etc., of the f said publication for the date shown in the al caption, required by the Act of August 24, 1 embodied in Section 443, Postal Laws and R lations, printed on the reverse of this form, to

1. That the names and addresses of the p lisher, editor, managing editor, and busi managers are:

Publisher, Funk & Wagnalls Co., 354 4th A N. Y. City.

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Funk, Wilfred J., 354 4th Ave., New York Cit

3. That the known bondholders, mortgag and other security holders owning or holdin per cent. or more of total amount of bonds, m gages, or other securities are: None.

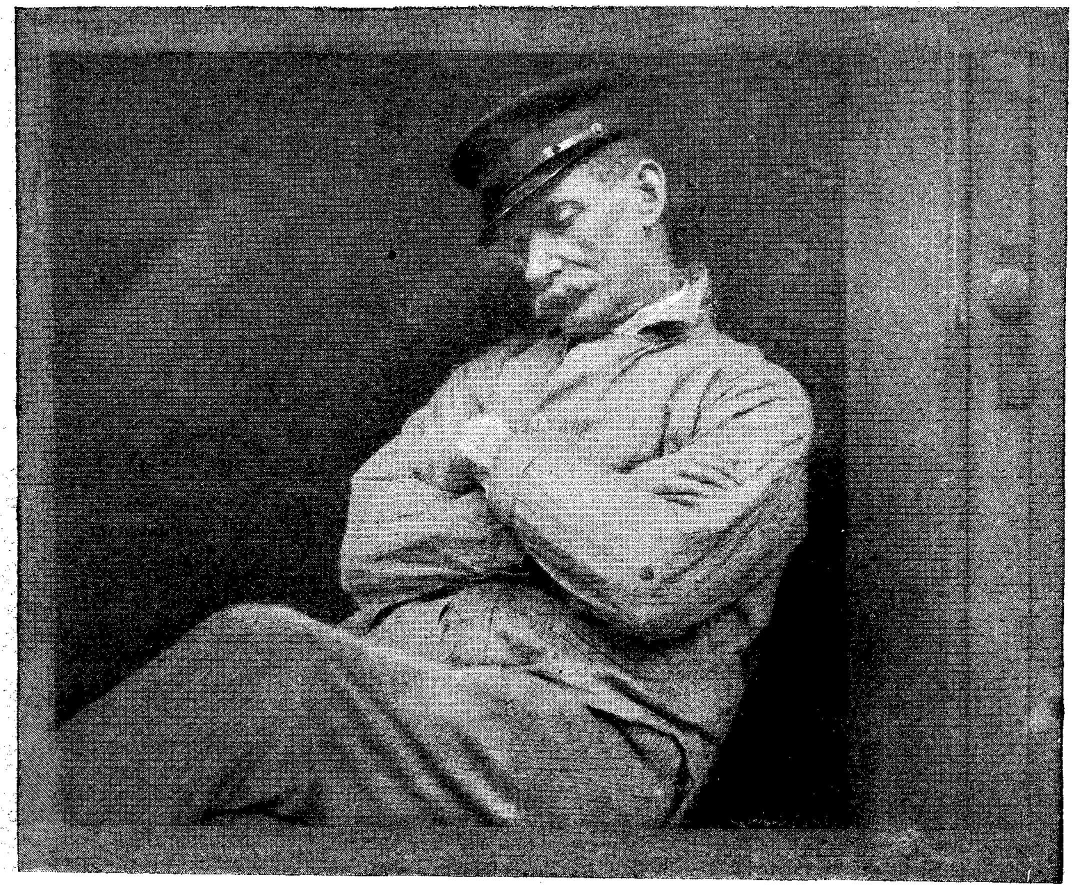
4. That the two paragraphs next above, gi the names of the owners, stockholders, and s rity holders, if any, contain not only the list stockholders and security holders as they ap upon the books of the company, but also, in c where the stockholder or security holder app upon the books of the company as trustee o any other fiduciary relation, the name of person or corporation for whom such truste acting is given; also that the said two paragra contain statements embracing affiant's full kno edge and belief as to the circumstances and c ditions under which stockholders and secu holders who do not appear upon the books of company as trustees hold stock and securities capacity other than that of a bona-fide ow and this affiant has no reason to believe that other person, association, or corporation has interest direct or indirect in the said stock, bon or other securities than as so stated by him.

WILLIAM NEISEL, Secretary of FUNK WAGNALLS COMPANY, Publisher and Owner.

Sworn to and subscribed before me this 2 day of September, 1920.

[Seal] ROLLO CAMPBELL
Notary Pub

(My commission expires March 30, 1922.)



Would you blame the janitor?

THEY blamed the janitor because the little children were burned to death in the grammar school fire.

All the night before he had watched at the bedside of his sick wife. Wasn't it human that he should doze before the warm furnace for a few minutes?

It is easy to blame the poor janitor, but who shall be blamed for the seven school fires that start every day in the year? The school fires that cost many lives and $4,000,000 a year?

The way to make schools safe for children is to put safety beyond human failure—make it mechanical and automatic.

A sprinkler system does just that. Acting on scientific laws as solid as the law of gravity, a sprinkler system automatically puts water right on the heart of a fire when it is starting. A sprinkler system never sleeps. Never quits the job! It is there year in and year out—morning and night—always and forever it watches. And when the fire starts the water starts. Make safety certain. Put a Grinnell Automatic Sprinkler System in your school.

We have prepared a book which shows the danger of school fires. It is "Fire Tragedies and Their Remedy." If you are a wide-awake citizen, it will answer convincingly every question you ask about the Grinnell Automatic Sprinkler. If you are doubtful as to the need of such protection it is just the book to prove to you why this particular apparatus is not a fad but a safeguard, come to stay. It talks to you when you have time to listen. Write us today for your free copy. Address the Grinnell Company, Incorporated, 274 West Exchange Street, Providence, R. I.

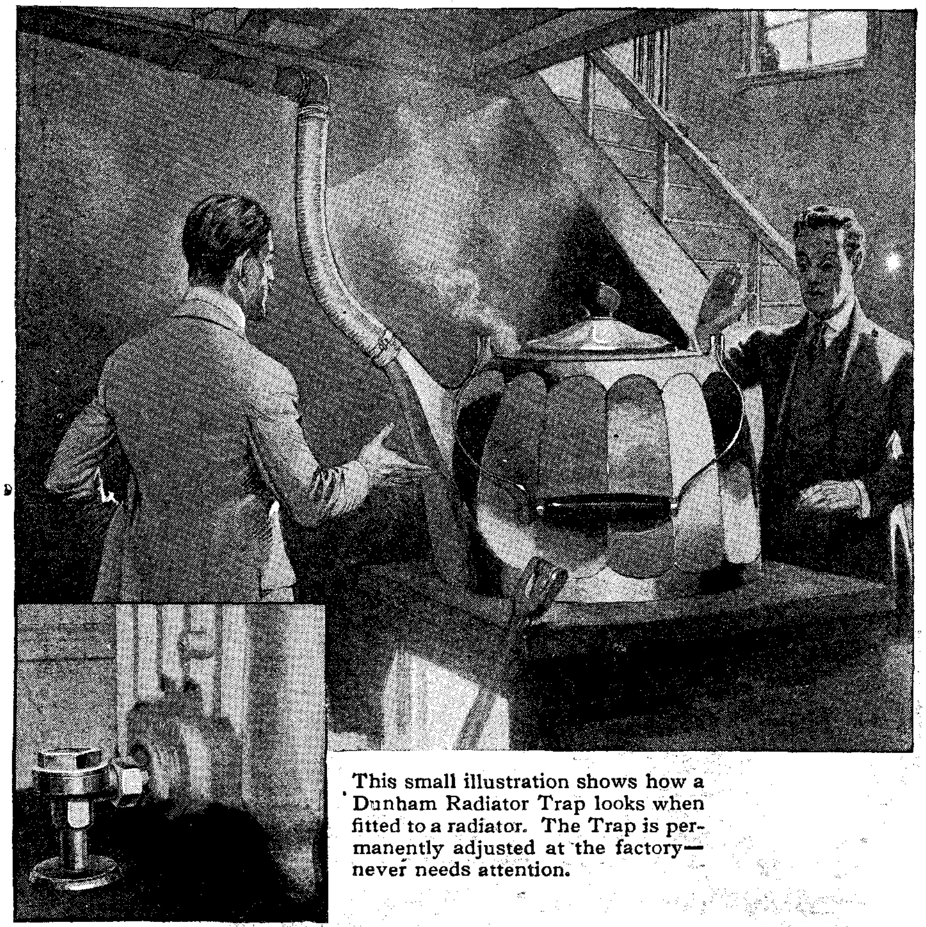
GRINNELL G COMPANY

EXECUTIVE OFFICES PROVIDENCE, R. I.

FOUNDED 1850 INCORPORATED

Complete Engineering and Construction Service on Automatic Sprinklers.
Industrial Piping, Heating and Power Equipments. Fittings, Pipe, Valves.

GRINNELL AUTOMATIC SPRINKLER SYSTEM—***When the fire starts, the water starts.***



This small illustration shows how a Dunham Radiator Trap looks when fitted to a radiator. The Trap is permanently adjusted at the factory—never needs attention.

If you could get a tea kettle big enough

Get out of your head the wrong idea that a fierce fire and five or six pounds steam pressure is necessary for heating comfort. A teakettle large enough would heat your house, apartment, office, store or factory, *if* the piping and radiators were correctly installed, and *if* each radiator were equipped with a Dunham Radiator Trap.

Both these *IF's* are easily possible. We prove this every day—and want you to be skeptical enough to ask for proof right now. The Woolworth Building engineers asked, learned why, and then specified Dunham Radiator Traps. So have many, many others in buildings large and small.

The DUNHAM HEATING SERVICE

The Service is as different as the Dunham Trap itself—the one outstanding invention in the last sixteen years of low-pressure steam heating. Dunham Service co-operates closely with the architect, contractor, heating and ventilating engineer—and, in small towns, with the local Dunham Service Station. Supervision when the system is installed, and inspections later, when requested, make Dunham Heating Service of unusual value.

Be skeptical—but be fair. Give us an opportunity *now* to explain in detail. Just tell us the kind of building in which you want steam heat at teakettle pressure. Illustrated technical bulletins are available for all who need them.

NEW LIFE FOR OLD HEATING SYSTEMS.
Existing steam heating systems in any kind of a building can be easily "Dunhamized". NOW is the time to have this important work done.

C. A. DUNHAM COMPANY Fisher Building CHICAGO
Factories: Marshalltown, Iowa
Toronto, Canada
Branches in 36 cities in United States and Canada
London: 64 Regent House, Regent Street. W. 1
Paris: Establts. Munzing & Cie., 47 Rue de la Fontaine-au-Roi

CURRENT EVENTS

RUSSIA AND POLAND

September 22.—Hostilities between Poles and the Lithuanians are resu after the breaking off of the armistice gotiations, according to advices reac the State Department at Washingt

It is reported from Sebastopol General Wrangel is advancing rap in the Alexandrovsk region of sout Russia. The Bolsheviki are said t demoralized, often surrendering w out fighting.

Polish forces begin an offensive in region of Grodno, on the north Polish front, says an official staten received in London by wireless f Moscow.

September 24.—The Soviet peace del tion at Riga propose an armistice w they require the Poles to accept wi ten days, or the Russian winter camp is to be inaugurated, says a report f Riga. The proposal offers to withd virtually all the fifteen peace po submitted at Minsk, to which the P objected. Among other things conditions designed to Sovietize Pol are virtually eliminated, as are also Russian claims regarding Galicia.

General Wrangel is reported from Se topol to have taken more than thousand prisoners in six days. H now said to be outflanking the "R forces on the Dnieper River.

September 25.—General Wrangel has tured or destroyed the major unit the Thirteenth Soviet Army, say report from Sebastopol.

The Poles in their northern adv have almost surrounded the tow Grodno and its capture is expe momentarily, says a report f Warsaw.

Peace negotiations between Poland Soviet Russia, now in progress at R are expected to terminate soon wi satisfactory treaty, according to vices reaching the State Departmen Washington. The terms of peace lined by the Poles call for mu guaranties against future attacks, st late that there shall be no war-inden ties, and provide that the Peace Tr shall be followed by commercial economic conventions. The Bolsh terms include provisions for the appl tion of the principle of self-determ tion to all the territories in dispute; a plebiscite in eastern Galicia by entire population in order to deter the form of government, and for recognition by the Soviet Governm of a boundary much more to the than the line fixt by the Supr Council.

The Bolshevik military forces are complete disorganization as a re of the irregularity of supplies, hu and discontent prevailing in the "R Army, says a report to the State Dep ment in Washington. Food and eq ment are said to be lacking on all fro and approximately half of the So troops on the south Russian front wearing sandals instead of shoes.

September 26.—Poland receives f Lithuania a note expressing a desir reopen peace negotiations, says a re from Warsaw, and suggesting that Poles and Lithuanians retire to oppo sides of the Foch line.

September 27.—The Poles capture Grod one of the three important fortresse western Russia, according to a rep from Warsaw. A large number of p oners and much war-material w taken.

mber 28.—Further successes of the olish troops are reported from the gion of Grodno and north of the ripet, according to advices from War-w. The Russians are said to be re-eating along the entire front.

ording to advices from Bern the krainian Army is advancing con-nually against the Russian Soviet rces and is being supported by the easants. The Ukrainians are re-orted to have captured eight thousand risoners in eight days.

ondon report says that according to formation from an official source, a ade agreement between Great Britain nd Soviet Russia was drafted two weeks go. Signature of the document was ostponed until after the Polish-olshevik peace conference now in rogress at Riga. There is no indica-on as to the terms of the agreement, ut it is understood to be purely a ommercial arrangement.

FOREIGN

ember 22.—A report from London ys John A. Lynch, Sinn-Fein Coun-lor of the County of Limerick, is urdered in his hotel room at Dublin. he crime is imputed to the Irish uxiliary Police.

s reported from Honolulu that Chinese the famine-ridden province of Shan-ung are poisoning entire families to void slow death by starvation.

rmany had surrendered 1,944,565 gross onnage of steamers and sailing vessels y September 16, according to advices rom Paris. She has thus delivered irtually all the tonnage required under he Treaty.

is reported from Tokyo that the apanese Government, as a result of recent cabinet meeting, will vigorously ursue negotiations concerning Amer-can anti-Japanese legislation and will lso push the question of racial equality n the League of Nations conference.

ember 23.—A dispatch reaching Lon-lon from Turin, Italy, reports a fight n that city between the Royal troops nd workers lasting two hours. Seven leaths are reported as a result of the ngagement.

exandre Millerand, by a vote of 695 out of 892 in the Senate and Chamber of Deputies, is elected President of France, to succeed Paul Deschanel, who recently resigned.

rmany's total debt now amounts to 242,700,000,000 marks, according to advices from Berlin. At normal rates of exchange this would be about sixty billion dollars.

ne hundred delegates and twice as many advisers and secretaries arrive in Brussels for the International Financial Congress organized by the League of Nations. The Congress will consider the question of the financial ills of the world in general and those of certain states in particular, as well as proposed remedies therefor.

tember 24.—News reaches London of the sacking of three more Irish towns by the new government police. This makes eight towns that have suffered from reprisal raids by these police in a week.

eorges Leygues, sixty-three years old, is chosen Prime Minister of France by the new President, Alexandre Millerand.

he International Financial Congress provided for by the League of Nations opens at Brussels, with an address by Gustave Ador, the presiding officer, in which he urges the union of belligerents as well as neutrals as a prerequisite to the preservation of the world from economic and financial ruin.

PYRENE—
A Vital Need When Fire Threatens

PYRENE FIRE EXTINGUISHER
UNDERWRITERS LABORATORIES
INSPECTED
Nº 23164
Pyrene FIRE EXTINGUISHERS
EXTINGUISHER & CHEMICAL
TO OPERATE TURN HANDLE TO LEFT WORK LIKE A PUMP
WARNING

Copyright, 1917 Cole & Co.

Pyrene KILLS FIRE SAVES LIFE

Pyrene Typifies the True Spirit of Fire Prevention Day

Fire Prevention Day, October 9th, emphasizes the need for safety and prevention against fire. Heed it by removing fire hazards and by warning those who are careless of the perils of flame.

The man or woman who really wishes to be protected against fire buys a Pyrene Fire Extinguisher. Pyrene should be installed in every home; a woman or child can operate it. Factories and garages need Pyrene; it smothers any fire at the start, even a gasoline or electrical fire. On motor car or truck Pyrene reduces the cost of fire insurance 15%, thus paying for itself.

Every Pyrene Fire Extinguisher bears the approval label of the Underwriters' Laboratories. This label means that Pyrene has stood the most exacting tests of unbiased experts. Pyrene is always ready for action. It works in any position. It saves 15 per cent on automobile fire insurance. Price $10 with bracket.

PYRENE MANUFACTURING CO., Inc.
17 East 49th Street, New York
Atlanta Chicago Kansas City San Francisco
Pyrene Mfg. Co. of Canada, Ltd., Montreal, P. Q.

Sold by hardware and electrical supply dealers and garages

Preserve Health and Beauty

THE preservation of health and beauty should be begun while health and beauty still are yours.

If past your twenties, watch closely for Pyorrhea. Its effect upon the body is strangely like that of age.

Pyorrhea begins with nothing more alarming than tender and bleeding gums, but it ends in toothlessness or ruined health. As the gums recede, the teeth decay, loosen and fall out, or must be extracted to rid the system of Pyorrhea germs which lodge in little pockets around them.

It is to these infecting germs that medical science has traced a host of ills.

Forhan's For the Gums will prevent Pyorrhea—or check its progress, if used in time and used consistently. Ordinary dentifrices cannot do this. Forhan's will keep the gums firm and healthy—the teeth white and clean.

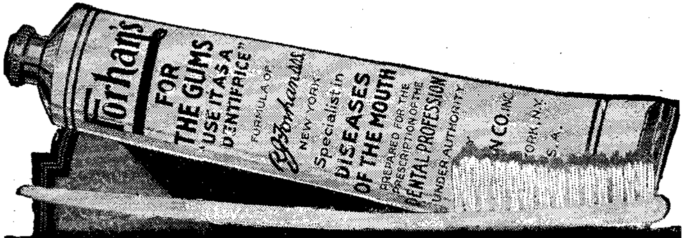
How to Use Forhan's

Use it twice daily, year in and year out. Wet your brush in cold water, place a half-inch of the refreshing, healing paste on it, then brush your teeth *up and down*. Use a rolling motion to clean the crevices. Brush the grinding and back surfaces of the teeth. Massage your gums with your Forhan-coated brush—gently at first until the gums harden, then more vigorously. If the gums are very tender, massage with the finger, instead of the brush. If gum-shrinkage has already set in, use Forhan's according to directions and consult a dentist immediately for special treatment.

35c and 60c tubes in the United States and Canada. At all druggists.

Formula of R. J. Forhan, D.D.S.

Forhan Company, New York
Forhan's Limited, Montreal



Forhan's
FOR THE GUMS
Checks Pyorrhea

CURRENT EVENTS
Continued

At the request of Premier Lloyd Ge
the British miners' delegates vo
postpone for one week the delive
notices of the proposed strike. D
this week the miners will negotiate
wage-scale based on output in pla
the demand for a flat increase of
shillings a week.

September 25.—Leaders of the "Cor
nist Federation of the Mexican P
tariat" vote to call a general stril
October 1, unless disputes between
ployers and workers are settled b
September 30, according to ad
from Mexico City. This action,
said, was taken in conjunction with
lar organizations in the United S
and Canada, the movement being
tered by Industrial Workers of
World, with the intention of maki
effective in the three countries.

September 26.—The Workers' Confe
tion of the Mexican Region call s
demonstrations in Mexico City
other cities as a manifestation in f
of the establishment of a food dict
ship to cut the high cost of living.

Rioting, with revolver-shooting
stone-throwing, takes place in Be
after three police constables on
in the Sinn-Fein quarter of the cit
shot. The police, assisted by the
tary and armored cars, finally quel
disturbances.

Excited over the circulation of ru
that a restoration of the Bavarian n
archy is being planned, six thou
Socialists meet in Nuremberg and
cide on a general strike if the mona
is proclaimed, says a report
Munich.

Riots led by Korean students agains
Japanese take place in Gensan, Ko
in which twenty-five persons are ki

Germany reports to the Internati
Financial Conference at Brussels
the Government's estimates for
put its receipts at forty billion ma
while the estimated disbursements
total seventy-nine billion marks, lea
a deficit of thirty-nine billion mark

The last session of the Hungarian Pa
ment, by a vote of 57 to 7, ado
measures restricting Jews from ente
all higher educational institutions ex
in very small numbers.

September 27.—Violent harangues ur
social revolution are given from
central balcony of the National Pa
in Mexico City when agitators ma
to enter the palace during a manife
tion. There were cheers for Russia
the Italian metal-workers, and dema
that supplies and stores in wareho
be turned over to the people throu
food dictatorship.

By a vote of one hundred and thirty-
thousand to forty-five thousand,
striking metal-workers of Italy ac
the agreement between employers
workmen which was signed at Rom
the instance of the Government.
structions are given that metal-wor
evacuate plants occupied by them,
the movement has already begun.

September 28.—Sinn-Fein leaders in a
prize attack on a military depot at M
low, County Cork, capture the barra
and make away with Lewis guns an
large quantity of rifles, ammunit
and stores, says a report from Lond

Estates near Naples owned by King Vi
Emmanuel of Italy are reported to h
been seized by members of local a
cultural societies, according to adv
reaching London from Rome. I
said that no opposition was offere
the persons seizing the property.

Industrial plants which have been occupied by workmen at Turin are returned to the owners. The latter report, after inspection, that there was a great waste of materials during the occupation of the works. It is asserted that the men used five times the amount of coal necessary to run the plants.

Sadi Lecointe wins for France the permanent possession of the Gordon Bennett airplane trophy in the first great international air race since the war, held at Etampes, France. In a *Nieuport* special Lecointe flew over the course of $186\frac{3}{10}$ miles in 1 hour, 6 minutes, $17\frac{1}{5}$ seconds. The two American entries in the race were early eliminated through minor mishaps.

DOMESTIC

September 22.—Following the receipt of two anonymous letters threatening violence to himself and to public buildings, Mayor Peters, of Boston, issues an official proclamation requesting the residents of the city to take every precaution to prevent a duplication of the Wall-Street bomb explosion.

September 23.—To assist enlisted men in the Army to combat the high cost of living, the War Department issues orders to all commissary stores of the Army to extend credit to men in the ranks on the same terms as now prevail for commissioned officers.

September 24.—President Wilson announces to the State Department that he will not carry out the provisions of the Merchant Marine Act instructing him to give notice to foreign governments that they must terminate certain sections of commercial treaties which conflict with the Act. The President holds that Congress is without the Constitutional power to direct the Executive to abrogate parts of treaties.

The New York legislature adjourns after enacting drastic laws designed to curb rent profiteering. The bills passed provide, among other things, that a landlord can not dispossess a tenant unless he desires possession for personal use or to build a new dwelling-house; that a landlord can not dispossess a tenant who refuses to pay an increase in rent, providing the tenant pays the old rate; and that local legislative bodies may exempt new dwellings from taxation for ten years.

Further increases in express-rates, averaging 13.5 per cent., are approved by the Interstate Commerce Commission. These increases make a total of 26 per cent. granted the companies within the last few months. They had asked for additional increases up to 15 per cent.

September 25.—Federal officials announce their intention of making a sweeping investigation of the sale of copper stills by mail-order houses and department and hardware stores.

Jacob H. Schiff, internationally known banker and philanthropist and senior member of the firm of Kuhn, Loeb & Co., dies at his home in New York, aged seventy-three.

It is learned by Washington officials that a branch of the Third Internationale is to be established in the United States in harmony with an order issued by the Internationale at its Moscow meeting late in July. The object of the United States branch, it is said, is to unify the activities of revolutionary organizations functioning on the two American continents.

Amalgamation of all the fighting men of the world into an organization embracing veterans of every nation allied in the war against Germany is one of the projects contemplated by delegates to the second annual convention of the Ameri-

Fleischmann's Yeast
Helps Success

THE "PEP" creators, who breed enthusiasm and confidence in their subordinates . . . the virile chaps who send their deal over with a snap that most takes your breath away . . . these are the *healthy chaps.*

If you had *all* the salesmen's "isms" and didn't have that little old health "Pep" you'd register zero on those daily sales reports.

Fleischmann's Yeast is tuning up a lot of good fellows to concert pitch and making them *stick.* It seems to make you feel like a dash into the big "breaker" . . . a ride over the mountains and a brisk "rub down" all in one . . . It's the Vitamine content and the other beneficial things that Fleischmann's Yeast contains that does the trick.

Lots of fellows are taking the "Fleischmann's Yeast" road to 100% Health and Success. Buy the regular cake of Fleischmann's Yeast, the best and freshest yeast, in the familiar tin-foil package with the yellow label at your grocer's—accept no substitute.

Send coupon for the book "Yeast for Health." It gives the full story of the wonderful curative value of Fleischmann's Yeast.

THE WAY TO TAKE YEAST

Yeast has an appetizing, creamy taste. You eat from one-half to a whole cake 3 times a day before meals; or take it crumbled in water, fruit juices, or milk.

Yeast is not a drug or medicine. It is a food and a tonic, and as such should be taken persistently for best results.

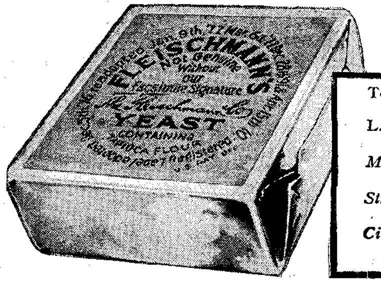
THE FLEISCHMANN CO.
701 Washington St., New York

208 Simcoe St.
Toronto, Canada

Webster Bldg.
327 LaSalle St.
Chicago, Ill.

941 Mission St.
San Francisco, Cal.

508 Green Bldg.
Seattle, Wash.



FREE BOOK COUPON

To: The Fleischmann Co. (address in your city or nearest office).
You may send me without cost your "Yeast for Health" Book L.D. 10-20 as offered in this advertisement.

My Name..

Street Address..

City.................................*State*....................

Fill in and mail this coupon today.

When it Rains

You'll never slip on the wet pavements if you have Cat's Paw Rubber Heels on your shoes.

They leave no unsightly marks on the polished floors.

There are no holes to track mud or dirt.

But be sure that the repairman gives you Cat's Paws, because

The name is easy to remember

CAT'S PAW CUSHION RUBBER HEELS

FOSTER PATENT
NON SLIP
CAT'S PAW
CUSHION HEEL
7
8
FOSTER RUBBER CO.

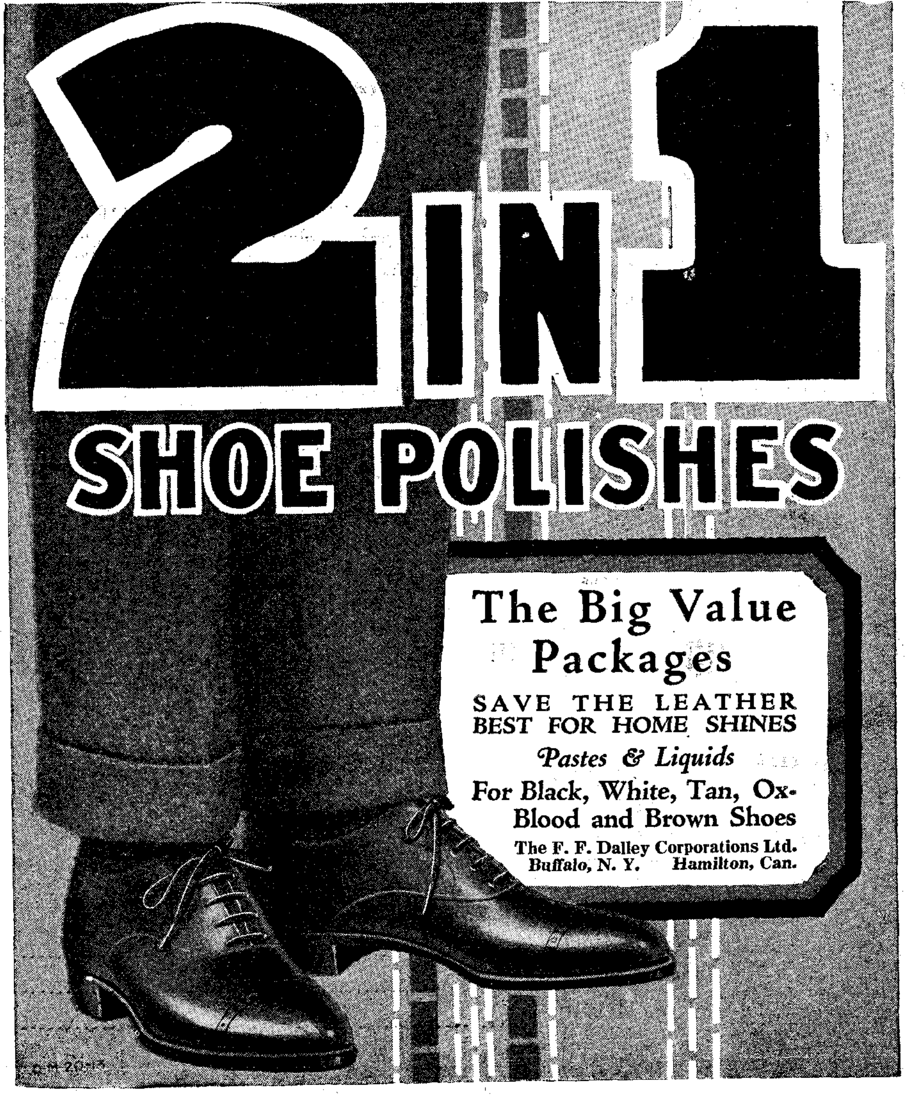
The Foster Friction Plug — prevents slipping

And makes them wear longer than the ordinary kind.

Cat's Paws are made in black, white or tan—for men, women and children.

FOSTER RUBBER CO.
105 Federal Street, Boston, Mass.

Originators and Patentees of the Foster Friction Plug which prevents slipping.


2 IN 1 SHOE POLISHES

The Big Value Packages

SAVE THE LEATHER
BEST FOR HOME SHINES

Pastes & Liquids

For Black, White, Tan, Ox-Blood and Brown Shoes

The F. F. Dalley Corporations Ltd.
Buffalo, N. Y. Hamilton, Can.

CURRENT EVENTS
Continued

can Legion, which will open in Cleveland on September 27.

September 26.—Prices of clothing, food, and other staple products are being forced down throughout the country by the refusal of the buying public to pay war-prices, according to a comprehensive report of business conditions issued by the Federal Reserve Bank of the Philadelphia district.

Senator Myers (Dem.), of Montana, in a statement to his constituency repudiates the Democratic State ticket and the Congressional candidates in his State and calls upon other loyal Democrats to do likewise. Senator Myers declares he will vote the Republican State ticket with but one exception. He decided to take this action upon his return from Europe when he learned that the Non-Partizan League had captured the Democratic organization in his State.

Senator Warren G. Harding departs on his second campaign trip, having ended his front-porch campaign.

Governor Milliken, of Maine, in addressing the closing session of the Fifteenth International Congress Against Alcoholism, credits prohibition with a saving of two billion dollars for the nation in the last year. "Prohibition," he declared, "has made most kinds of business better and has injured no legitimate business except that of the undertaker."

September 27.—According to figures made public by Chief Magistrate McAdoo, of New York City, the number of arrests for drunkenness in that city during the last three months was 1,395 as compared with 571 in the preceding quarter. It appears further from the magistrate's report that in nearly every case of intoxication the offender was charged with acts of violence, such as damaging property and assaults on innocent persons.

A parade of war-veterans marks the opening of the Second Annual Convention of the American Legion in Cleveland. Twenty thousand ex-service men and women, most of them in uniform, passed in review before a crowd of nearly half a million.

September 28.—Indictments are returned against eight baseball stars by the Cook County grand jury at Chicago, charging them with "throwing" last year's world's championship to Cincinnati for money paid by gamblers. Confessions were obtained from two of the accused, who comprise seven White Sox regulars and one former player.

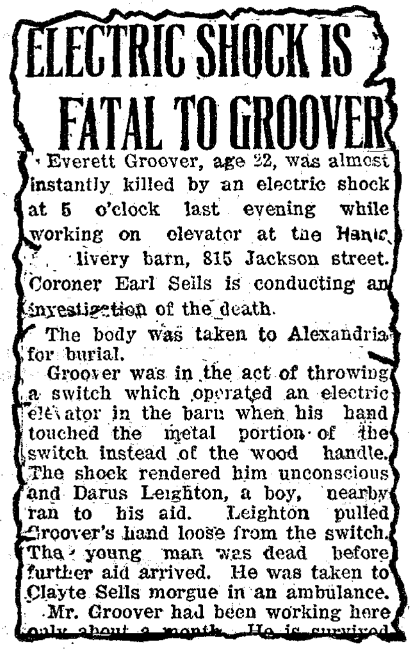
The American Legion in convention at Cleveland adopt a report recommending that the Legion take the action necessary to insure prompt passage by Congress of the soldiers' compensation measure passed by the House at the last session by a vote of 289 to 92 and still pending in the Senate.

The Director of the Census announces the population of the following States: Missouri, 3,403,547, an increase of 110,212; Illinois, 6,485,098, an increase of 846,507; Montana, 547,593, an increase of 171,540; New Mexico, 360,247, an increase of 32,946; Louisiana, 1,797,798, an increase of 141,410.

Where It Fits.—" Say, I'll tell you, Bill, that this here Bolshevism ain't no good fer a country like the United States. We ain't got enough people yet."

" Whadiya mean, Mike? "

" What I mean is that it's a great thing fer a country like Russia or any country where they got more people than they know what ta do with."—*New York World.*



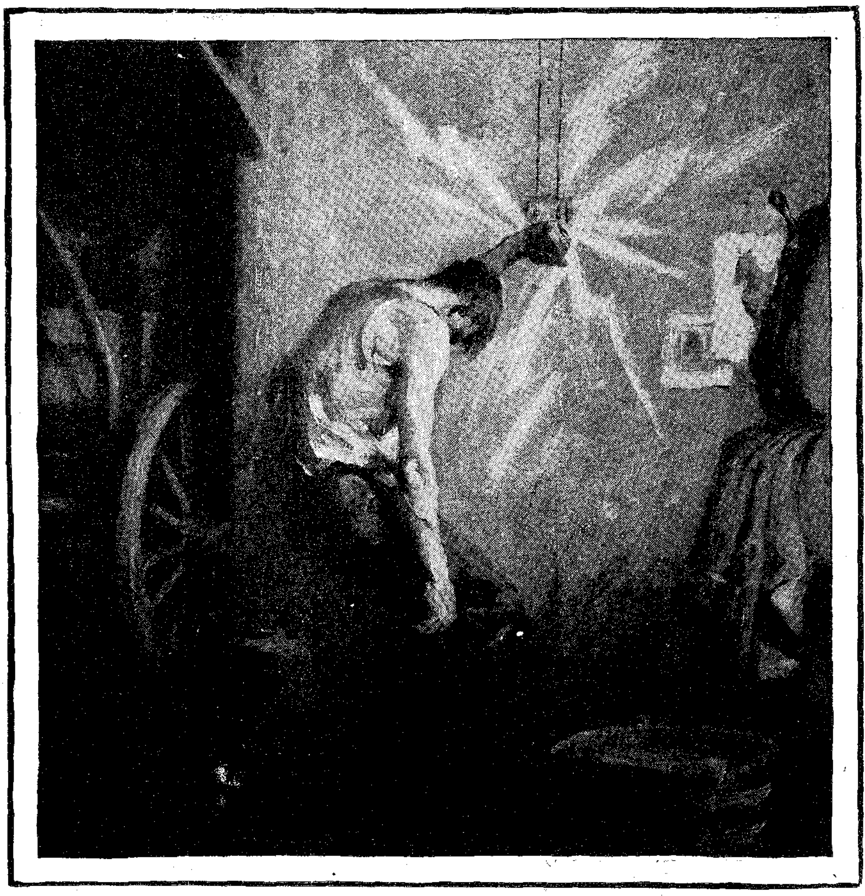
ELECTRIC SHOCK IS FATAL TO GROOVER

Everett Groover, age 22, was almost instantly killed by an electric shock at 5 o'clock last evening while working on elevator at the Hanic livery barn, 815 Jackson street. Coroner Earl Seils is conducting an investigation of the death.

The body was taken to Alexandria for burial.

Groover was in the act of throwing a switch which operated an electric elevator in the barn when his hand touched the metal portion of the switch instead of the wood handle. The shock rendered him unconscious and Darus Leighton, a boy, nearby ran to his aid. Leighton pulled Groover's hand loose from the switch. The young man was dead before further aid arrived. He was taken to Clayte Sells morgue in an ambulance.

Mr. Groover had been working here only about a month. He is survived



The silent voice—calling men to death

One moment a pulsing, living being—the next a crumpled, lifeless shell

CARELESSLY, he reached for the wooden switch handle—and missed. His hand slipping, touched the live metal blade. A blinding flare shot out—and through his body darted the powerful electrical current.

No chance to live—no time to say farewell! Friends, doctors—none could stop that lightning rush of death.

All over the land protest is going up

From everywhere an outcry, in ever-increasing intensity, is heard against the needless waste of life and property caused by the exposed knife switch.

Fire marshals are ruling against it; safety officials are branding it as dangerous; labor unions are denouncing it; electrical societies are condemning it; architects and contractors are blacklisting it; from every side comes the demand from authorities—*the exposed knife switch must go.*

State Fire Marshal H. H. Friedley of Indiana, in ruling against the exposed knife switch, describes it as "one of the most prolific causes of loss of life and property." John S. Horan, State Fire Marshal of West Virginia, has called it "one of the most dangerous fire and accident hazards in existence."

A total of "$1,183,674 was lost in Michigan during the year 1919 by fires due to defective installation of wires and carelessness in attending," says Fire Marshal Frank H. Ellsworth of Michigan. Fire Marshal L. T. Hussey of Kansas has joined these progressive states with a similar ruling "to protect the lives and property of the State of Kansas."

The Square D Safety Switch

The Square D Safety Switch is an absolute safeguard against shock, fire, and industrial accident of any kind.

It is a simple knife switch in a pressed-steel housing—externally operated. A handle on the outside does all the work.

Current cannot reach that handle nor the box itself—tough, rugged insulation completely isolates all live parts. They are safely enclosed within steel walls.

The switch may be locked in the open position, too, while work is being done on the line; nobody can thoughtlessly turn on the current. This feature is saving many an electrician's life. "On" and "Off" positions are clearly indicated. The Square D Safety Switch is made in over 300 sizes, types and capacities—for factories, office buildings and homes.

The greatest remaining hazard around an electrical installation—the exposed knife switch—is going.

All over the country progressive firms—leaders both in employes' welfare and in efficient production—are safeguarding the lives of their workmen and their property by replacing all old-style exposed knife switches with Square D Safety Switches. Prominent among them are:

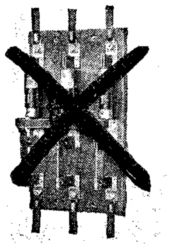
Nordyke & Marmon Company
Carborundum Company of America
Allis-Chalmers Company
Sinclair Refining Company
Texas Company
Rock Island Lines
Sperry Flour Company
Eastman Kodak Company
Bethlehem Ship Building Corporation
Union Switch & Signal Company
Standard Steel Car Company
Aluminum Ore Company

Listed as standard for both fire and accident prevention by the Underwriters' Laboratories of the National Board of Fire Underwriters. Meets the requirements of the National Electrical Safety Code of the Bureau of Standards, Department of Commerce, Washington, D. C.

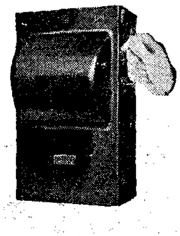
Installed by your electrical contractor-dealer

Architects and engineers are listing it as standard equipment. Ask any of them for further information—or write us direct.

Act NOW and protect your workmen, your family and your property against fire, shocks and other electrical hazards.



The dangerous exposed knife switch



The Square D Safety Switch

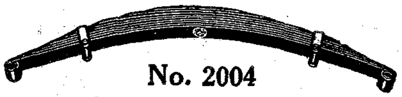
SQUARE D COMPANY
1400 Rivard Street, Detroit, Michigan
Canadian Factory: Walkerville, Ont.

Ford Owners of America:

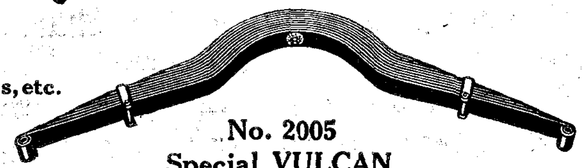
When Your Springs Break put on VULCAN QUALITY The Replacement Spring

No. 2000
Regular VULCAN
Ford Front
$3.50
(East of Rocky Mts.)

No. 2001
Regular VULCAN
Ford Rear
$10.75
(East of Rocky Mts.)



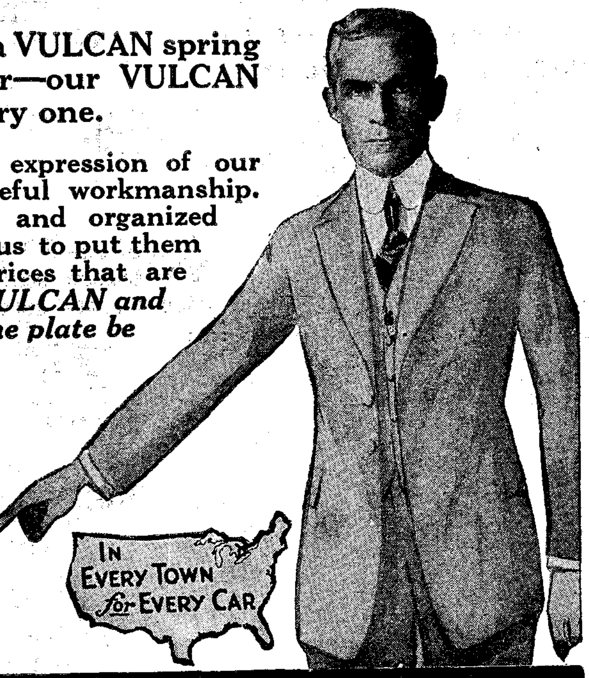
No. 2004
Special VULCAN
Ford Front
for Delivery Cars, Trucks, Taxis, etc.
$6.25
(East of Rocky Mts.)



No. 2005
Special VULCAN
Ford Rear
for Delivery Cars, Trucks, Taxis, etc.
$16.50 (East of Rocky Mts.)

Ask your dealer for a VULCAN spring for your Ford car—our VULCAN name plate on every one.

These springs are the expression of our highest ideals of careful workmanship. Quantity production and organized distribution enables us to put them in your hands at prices that are attractive. *Ask for VULCAN and demand that our name plate be shown you.*


IN EVERY TOWN for EVERY CAR

VULCAN

Jenkins Vulcan Spring Co.
Richmond, Indiana.

THE SPICE OF LIFE

Not To Be Driven.—" Do you drive yo own car? "

" No," answered Mr. Chuggins. " have to coax it."—*Washington Star.*

Cheap Substitute.—" I see you are e ploying a painter? "

" No! I couldn't afford one. I g an artist instead! "—*Fliegende Blätte (Munich).*

The Kind She Was.—She—" How could you truthfully tell that sharp-tongued Miss Gabby that she reminded you of a flower? '

He—" So she did, but I didn't mention it was a snap-dragon."—*Baltimore American.*

Not United.—" My dear, did you hear that Jack and Mabel are having trouble in regard to the validity of their marriage? "

" Oh! How terrible! "

" Yes, it appears that the minister hadn't paid his dues to the union."—*Life.*

Coming Back Strong.—Wife—" But, my dear, you've forgotten again that to-day is my birthday."

Husband—" Er—listen, love. I know I forgot it, but there isn't a thing about you to remind me that you are a day older than you were a year ago."—*London Opinion.*

A New Argument.—" *Re* the authorship of Shakespeare's plays, may I quote from ' Twelfth Night,' Act I, Scene 5? Thank you.

"'Tis beauty truly blent, whose red and white
Nature's own sweet and cunning hand laid on.'

" This is unquestionably bacon."—*Punch (London).*

Politicians.—By way of contrast, let us consider the ordinary, garden variety, run-of-mill politician:

He charges frightful waste of public money, both when it is true and when it is not true.

He charges abuse of power in almost every campaign, whether it is true or not true.

He charges domination of the Administration by selfish interests, whether it is true or not true.

He makes violent, scandalous charges against the good name of his opponent, whether it is true or not true.

In brief, charges which might very well be made the basis of impeachment are the ordinary campaign claptrap of almost every contest, from constable on up.

After having made charges which bear out nearly every assertion of the Bolsheviki against our form of government, our eloquent candidate closes his address with a soul-stirring plea for 100 per cent. Americanism. It is to laugh. Our brave candidate loathes and despises the Socialists. He would put the Bolsheviki in jail or hurl them into the sea. His heart throbs with patriotism. He froths at the mouth with Americanism. But his hatred of the Bolsheviki and Socialists is quite evidently based largely upon the fact that they are silly enough to believe what he says about the administration of our public affairs. —*Chester T. Crowell in " The Independent."*

PIERCE-ARROW
2-ton, 3½-ton, 5-ton Dual Valve Trucks Mean Added Power

Increased valve area—larger intake and quicker exhaust—and complete gasoline consumption assure full power delivered by each explosion.

The result not only is power equal to any demand, but many signal economies: time-saving, easy handling, minimum strain, labor saving and surprisingly small gasoline consumption.

Pierce-Arrow has been noted always for freedom from break-downs and minimum repair expense. The accessibility of every part cuts down materially labor cost of necessary repairs. Keeping trucks running is essential to successful operation and a major objective.

Pierce Arrow

48 of the FIRST FIFTY trucks still running after 9 years' service.

- Delivers more work in a given time.
- Loses less time on the job and off the job.
- Costs less to operate and less to maintain.
- Lasts longer, depreciates less, commands a higher resale price.

THE PIERCE-ARROW MOTOR CAR COMPANY, BUFFALO, N. Y.

Cruel Jibe.—America has been dried and found wanting.—*London Opinion.*

Lucky Man.—"My brother is living in Ireland, and says he's delighted."

"Delighted at living in Ireland?"

"No! Delighted to be living!"—*London Opinion.*

Beating the News.—A corporal in the 339th United States Infantry has just received official notice that he is dead. Once in a great, great while, these days, a letter gets in ahead of time.—*Detroit News.*

Simple Remedy.—"Oh, Harold! That new housemaid has dropt my diamond ring down the sink."

"Never mind, dear, we must stop it out of her next month's wages."—*London Mail.*

Where He Was Bold.—Gladys—"So your husband took you to a football match?"

Mae—"Yes . . . I wish I could make him talk to the cook the way he talked to the referee."—*Judge.*

Good Substitute.—"More discussion about free seeds from Congress. Do you think farmers really care for the free seeds?"

"I dunno. Most of 'em would rather have automobile parts."—*Life.*

Polite Hint.—Customer—"I say, do you ever play anything by request?"

Delighted Musician—"Certainly, sir."

Customer—"Then I wonder if you'd be so good as to play a game of dominoes until I've finished my lunch?"—*Punch (London).*

Consideration Assured.—"Is your wife going to follow your advice as to how she will vote?"

"I think so," answered Mr. Meekton, "if I exercise my usual precaution and find out exactly what her ideas are before I offer any advice."—*Washington Star.*

Long-Time Engagements.—The taxi-driver turned at the end of the second hour and eyed his client suspiciously.

"Are you taking me by the hour or by the day?" he asked.

"By the year," responded the haggard passenger. "I'm looking for a home!"—*Pearson's Magazine.*

Meeting Expectations.—The cheery caller tried to persuade old Aunt Martha not to dwell upon her troubles, telling her she would feel happier if she ignored them. "Well, honey," said the old lady, "I dunno 'bout dat. I allus 'lowed when de Lord send me tribulation he done spec' me to tribulate."—*Boston Transcript.*

Persuasion Needed.—To those who contribute to the support of humane work and the animals' welfare only under pressure or when cornered by some humanitarian, financial strategist, the attitude of Farmer Applegate's cow applies: "How much milk does that cow give?" asked the summer boarder.

"Wal," replied Farmer Applegate, "ef you mean by voluntary contribooshun, she don't give none. But ef ye kin get her cornered so she can't kick none to hurt, an able-bodied man kin take away about 'lev'n quarts a day from her."—*Our Dumb Animals.*

THE ◆ LEXICOGRAPHER'S ◆ EASY ◆ CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. B.," Ann Arbor, Mich.—"I have been unable to find the word *djibbah* in the dictionary. Can you tell me its meaning?"

It is an Arabic word, which in English usually has the form *jibba*. There are several ways of spelling it, as *jibbah*, *jibbeh*, *djibbah*, etc. The form *jibba* is the nearest approach to the English phonetic sounds for the word; therefore, it is used in preference to the other forms. The word signifies a shirt, especially a patched shirt adopted as a uniform by the followers of the Mahdi.

"W. H. S.," Chicago, Ill.—"Is the following sentence grammatically correct?—'We believe this invoice of the 14th is intended to cover that shipment, and is probably dated *wrongly*.'"

The use of the adverb is correct, but put it before the principal verb instead of after it—"We believe this invoice of the 14th is intended to cover that shipment, and is probably *wrongly* dated."

"M. E. R.," El Segundo, Cal.—"Which of the following is correct—'There *is* a large number of valves and fittings at the storehouse' or 'There *are* a large number of valves and fittings at the storehouse'? 'B' contends that since *number* is used collectively, *are* should be used. Please decide."

When the word *number* is used to express a unit of some sort, it is singular; as, "The number of men *was* small," "The number of members *is* increasing." Used in the sense of "several," it is plural; as, "A large number of men *speak* in favor of single tax." In the sentence you cite, the verb should be in the plural—"There *are* a large number of valves, etc."

"L. B.," Americus, Ga.—"Kindly give me the origin of the expression, 'Tell it to the marines.'"

"*Tell that to the marines, That will do for the marines,* are expressions of disbelief, referring to the supposed ignorance and credulity of the marines, as landsmen on shipboard."

"E. O. H.," Marion, Ind.—"Is the following correct—'There are high grade firms who know their business'?"

The expression *high grade* is not usually used in referring to persons. *High grade* means the same as "good quality" when speaking of things, but when referring to persons the expression used is *high class.*

"V. G. P.," Detroit, Mich.—The Constitution of the United States contains the following provisions about candidates for the Presidency: "No person, except a natural-born citizen or a citizen of the United States at the time of the adoption of the Constitution, shall be eligible to the office of President; neither shall any person be eligible to that office who shall not have attained to the age of thirty-five years, and been fourteen years resident within the United States." This contains no restrictions regarding religion.

"I. M. F.," New York, N. Y.—"Kindly tell me whether the expression 'optical delusion' is correct or incorrect."

The phrase "optical illusion" is the commonly accepted term, and it has been traced back to 1794. Fifty years later the phrase "optical delusion" was erroneously used for "optical illusion," and is occasionally heard from persons who are not precise in their speech.

"E. H.," Buffalo, Okla.—"What is the correct pronunciation of the word *humor?*"

The word *humor* is correctly pronounced *hiu'mor* (*iu* as *eu* in *feud*, *o* as in *senator*), or *yu'mor*. In the United States the initial letter is aspirated and also in England to-day, but the *h* was not aspirated there from 1780 to 1855.

"L. J. T.," Sedgewick, Alta., Can.—"Can you give me any information regarding the numerals we know as Arabic? I have heard that they did not originate in Arabia at all, but somewhere in Europe? Is this so?"

The Arabic numerals, 1, 2, 3, 4, 5, 6, 7, 8, 9, 0, are said to be of Hindu origin, but were introduced into Europe by the Arabs in the twelfth century.

"T. C. T.," Nobel, Ontario, Can.—"Kindly give me some information concerning *Antonio Stradivari*, especially his violins."

Antonio Stradivari was born in Cremona in 1644. He first started making instruments in 1670, and between this date and 1685 he ma violins of the Amati model, now known "Amatese Strads." They are distinguished their lack of symmetry compared with his la work, their plain wood, and generally squa design. About 1685 his originality began assert itself, and by the following year he h perfected the style which has since then b largely used as a model.

"R. F. C.," Lowell, Mass.—"(1) What is difference between a *state* and a *commonweal* (2) How many *commonwealths* are there in United States and what are they?"

(1) A *commonwealth* is a state in which sovereignty is vested in the people; a *State* the United States) is a political commun organized under a distinct government recogni by the people as supreme, but subject to jurisdiction of the Government at Washingt (2) There are four *commonwealths* in the Uni States. They are—Massachusetts, Pennsylvai Kentucky, and Virginia.

"O. F.," New York, N. Y.—"Please settle following discussion. 'A' says the term of President of the United States can be chan from a four- to an eight-year term. 'B' says term of the President can not be changed."

The Constitution of the United States spe cally states that the term of office of the Presid is four years. This can be changed only b Constitutional amendment.

"F. M. B.," Rochester, N. Y.—The plura *mother-in-law* is *mothers-in-law.*

"J. L. H.," Burlington, Vt.—"Is the phr ology 'To earn one's expenses' correct usage?

Strictly speaking, *expense* consists of the la out or expenditure of money or other resour Consequently, "to earn one's expenses" is in rect, for it is impossible to earn "expenses," one may earn the money to defray one's exper

"E. R. M.," Thomson, Ga.—"Please tell what the expression, 'taxi an airplane,' means

The term *taxi* with reference to an airp means to skim along the water in a hy airplane.

"M. E. F.," Wilkes-Barre, Pa.—"(1) W is the exact English pronunciation of *Don Qui* (2) Also, what is the correct pronunciatio the words *morale* and *finale?* Are these w French words? (3) Please give the pronu tion of the word *gratis.* (4) Who invented modern camera? (5) Is it true that there only four original colors? If so, what are th

(1) The correct English pronunciation of *Quixote* is *don kwiks'ot*—first *o* as in *not*, *i* a *hit*, second *o* as in *senator*. (2) The word *fina* correctly pronounced *fi-na'le*—*i* as in *police*, in *art*, *e* as in *prey*. It is an Italian word. word *morale* is correctly pronounced *mo-ra* as in *obey*, *a* as in *arm*. It is a French word. The correct pronunciation of the word *grat gre'tis*—*e* as in *prey*, *i* as in *habit*. The pronu tions *gra'tis* (*a* as in *art*, *i* as in *hit*), and *grat'* as in *fat*, *i* as in *hit*) are incorrect. (4) In Niepce used the first camera made. Since it has passed through various stages of dev ment at the hands of various people. To Ni however, belongs the credit of using the camera which involves the same principl the modern one. (5) The primary colors green, blue, and violet.

"F. B.," Louisville, Ga.—"Please give the meaning and pronunciation of the *fourragere.*"

The *fourragère* (pronounced *foo'rah-zair* in *azure*) is a cord attached to the front o collar, and passing twice around the body, the right shoulder to the left hip, and whi attached, by the other end, to the chest.

"C. W. L.," Brenham, Texas.—"(1) Wh the proper pronunciation of *Stamboul?* (2) the Turks have a constitutional monarchy, what is the head of the government called? Was Constantinople captured by the Allies' not, when did the Allied troops occupy the ci

(1) *Stamboul* is pronounced *stam-bul'*—*a* *artistic*, *u* as in *rule*. (2) Turkey is a cons tional monarchy whose ruler is called the Su (3) The Allies did not capture Constantin Allied troops occupied the city as one of the ditions of the armistice, October 30, 1918.